

1-7 April 2015  
No. 1,364 | £2.80

BRITAIN'S **BIGGEST-SELLING** WEEKLY CAR MAGAZINE

# Auto EXPRESS

THE CAR NEWS WEEKLY

## MERC REINVENTS **M-CLASS**

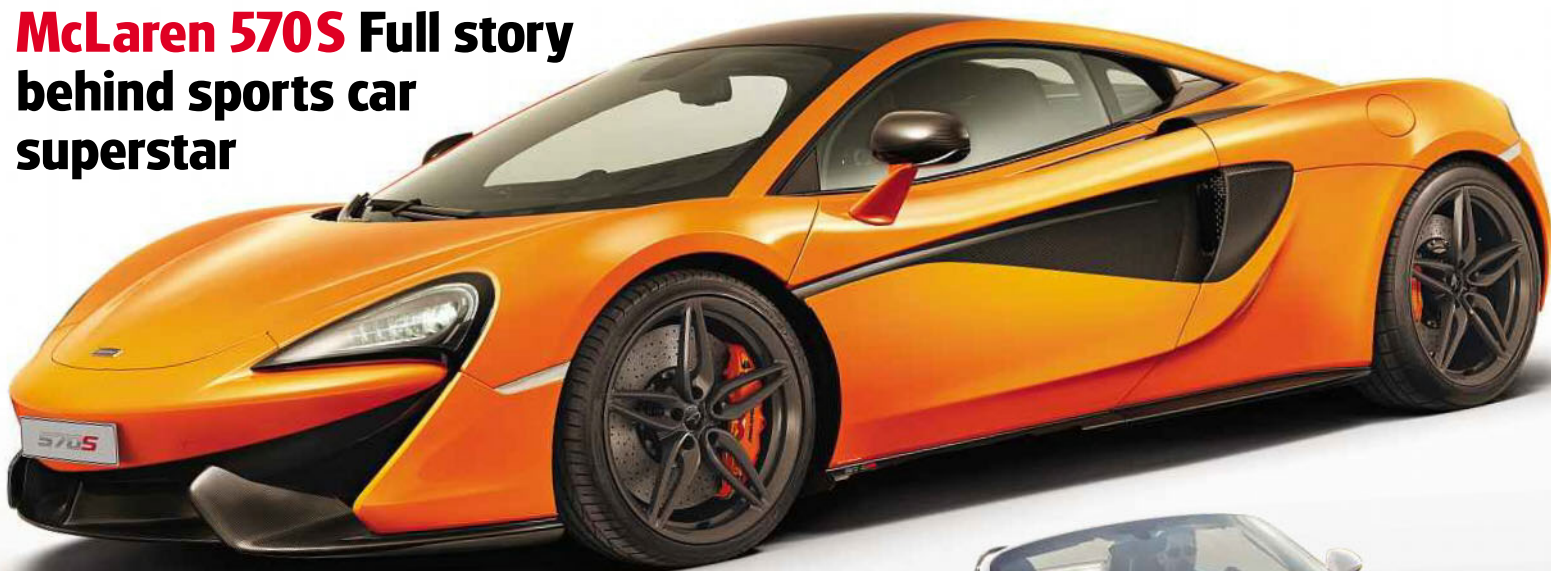


New look as big SUV  
is renamed GLE

**BUDGET  
SHOOT-OUT**  
SUB-£10K CARS  
TESTED

# BRITAIN'S 911 RIVAL

**McLaren 570S** Full story  
behind sports car  
superstar



## S-MAX TECH SECRETS

The car that can  
save your life  
and licence!



## BOXSTER SPYDER

"It's a Cayman GT4 without a roof"

**PLUS**

# CAR CARE SPECIAL

**NINE-PAGE GUIDE**

Add value to your car – and  
get it looking great for summer



14  
9 770954 886227

www.autoexpress.co.uk



# Europe has decided.



## **The new Passat. Car of the Year 2015.**

As advanced as you are.

58 experts, 22 countries, one winner: Europe's automotive professionals chose the new Passat as the Car of the Year 2015. Some reasons you may discover at first sight – and many others during a test drive.

---

Model shown New Passat R-Line 2.0-litre with optional metallic paint, 19-inch Verona alloy wheels, LED premium headlights and sunroof. R-Line Official fuel consumption in mpg (litre/100km) for the Volkswagen Passat range: urban 44.1 (6.4) – 62.8 (4.5); extra urban 61.4 (4.6) – 78.5 (3.6);





**Das Auto.**

available to order now, first deliveries from April 2015. Standard EU Test figures for comparative purposes and may not reflect real driving results. combined 53.3 (5.3) – 70.6 (4.0); CO<sub>2</sub> emissions 139 – 103g/km. Information correct at time of print.





## BE ONE WITH IT

Be one with your tyres, and the road will be one with you.



### ventus S1 evo<sup>2</sup>

#### Luxury that never compromises safety

With an advanced VAI system that allows drivers to track vehicle alignment and aerodynamic sidewalls that minimise noise and vibration levels, the ventus S1 evo<sup>2</sup> delivers the promise of performance and enhanced fuel efficiency.







**8 McLaren takes on Porsche 911 with new 570S**



**12 M-Class overhauled as new GLE**



**44 Suzuki Celerio vs Aygo and Citigo**

**CAR CARE SPECIAL**

**OVER 110 TOP PRODUCTS TESTED**

**67 Get ready for summer with our guide**

**NEW  
£148k  
RANGE  
ROVER**  
Page 20



**16 Tech secrets of new S-MAX**

## Newsweek

<b>COVER Britain's new 911 rival</b>	<b>8</b>
McLaren takes the wraps off sensational 570S	
<b>COVER M-Class reinvented</b>	<b>12</b>
Official details of new GLE. Plus Merc builds a pick-up	
<b>Road repair delays revealed</b>	<b>15</b>
28 per cent have finished behind schedule since 2011	
<b>COVER Tech secrets of the S-MAX</b>	<b>16</b>
Cutting-edge kit of new Ford MPV explained	
<b>COVER Porsche Boxster Spyder</b>	<b>19</b>
370bhp NY show star is most powerful Boxster ever	
<b>£148k Range Rover</b>	<b>20</b>
SVAutobiography ushers in SVO's new luxury line	
<b>Honda S660 driven</b>	<b>22</b>
We try mid-engine roadster that could be coming to UK	

## Features

<b>The heart of OnStar</b>	<b>28</b>
We visit command centre that controls GM telematics service	

## New cars

<b>Audi TT Roadster</b>	<b>32</b>
First UK drive of 2015's most stylish new drop-top	
<b>SEAT Leon X-Perience</b>	<b>34</b>
ST estate gets rugged makeover – and a price hike	
<b>Skoda Fabia Estate</b>	<b>36</b>
Spacious supermini wagon rated. Plus new Renault ZOE	
<b>VW Golf SV Bluemotion</b>	<b>38</b>
MPV gets eco tweaks. Plus new BMW M135i	
<b>Caterham 270S</b>	<b>40</b>
Pure driving pleasure from featherweight thriller	
<b>Vauxhall Insignia</b>	<b>42</b>
Whisper diesel gives big estate even more appeal	

## Road tests

<b>COVER Best budget buys</b>	<b>44</b>
Suzuki Celerio takes on Skoda Citigo and Toyota Aygo	
<b>Lexus NX vs Audi Q5</b>	<b>54</b>
Can dramatic new turbo Lexus win SUV battle?	
<b>Our cars</b>	<b>62</b>
Updates on the VW Golf GTI and SEAT Leon Cupra	

## Products

<b>Car Care Special</b>	<b>67</b>
Unmissable tips and products to get your car looking great	

## Buying cars

<b>Laguna buyer's guide</b>	<b>80</b>
Get your hands on big Renault from only £2,500	
<b>Diesel estates</b>	<b>82</b>
Our experts pick three great buys for £10,000	
<b>New car prices</b>	<b>86</b>
All the info you need before you head to the showroom	

## Regulars

<b>Consumer news</b>	<b>26</b>
Watchdog solves your problems, plus you have your say	
<b>Sport</b>	<b>96</b>
New WEC challengers unveiled, plus latest news	
<b>Get Auto Express every week</b>	<b>97</b>
How to net a great deal on your favourite magazine	
<b>Back chat</b>	<b>98</b>
Mike Rutherford on the con on mini-motorways	

## Online this week



## Live reporting from the New York show

THE international motor show circuit moves on to the Jacob Javits Center in New York this week – and the Auto Express team will be out in force.

We'll be reporting live from the stands on significant debuts from the likes of Jaguar, Lexus, McLaren and Mercedes.

Plus, our unrivalled online coverage will include the most significant interviews and all the behind-the-scenes gossip.

**For more visit  
autoexpress.co.uk**





I want more gadgets  
than you can shake  
a USB stick at.

#SR7

11:40 PM



## NEW SR7 RANGE



THE NEW KIA CEE'D SR7

**4.9% APR**  
REPRESENTATIVE

WITH £1,500 DEPOSIT CONTRIBUTION  
ON PERSONAL CONTRACT PURCHASE



The Power to Surprise



You make us make better cars, like the New cee'd 'SR7' special edition. You want to have your cake and eat it and take a picture of it too. You want reliability and loads of extras all from £14,650 including £1,000 customer saving. You want it, you got it.

Fuel consumption figures in mpg (l/100km) for the New Kia cee'd 'SR7' special edition are: Urban 33.6 (8.4) – 52.3 (5.4), Extra Urban 58.9 (4.8) – 74.3 (3.8), Combined 46.3 (6.1) – 65.7 (4.3). CO<sub>2</sub> emissions are 143 – 114 g/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. Model shown: New cee'd 'SR7' special edition 1.4 98bhp 6-speed manual £14,650 including £1,000 customer saving. Non offer price £15,650. Customer savings vary by model derivative. Specification is subject to change without notice. Price correct at time of going to press. Log onto [kia.co.uk/sr7](http://kia.co.uk/sr7) for full details. 7 year / 100,000 mile manufacturer's warranty, for terms and exclusions visit [www.kia.co.uk](http://www.kia.co.uk). Offer not available with any other offer. Retail sales only. Subject to availability on vehicles registered between 01/04/2015 and 30/06/2015. Finance subject to status. Terms and conditions apply. 18's or over. Guarantee/indemnity may be required. 10% minimum deposit. Further charges may be made subject to the condition or mileage of the vehicle. Excess mileage charge 14.9p per mile. **You will not own the vehicle until all payments are made.** 25, 31 or 37 month term. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle. (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Kia Motors Finance RH1 1SR.





Editor-in-chief: Steve Fowler

Deputy editor: Graham Hope

## News

Associate editor: Jack Rix

News editor: James Batchelor

Deputy news editor: Richard Ingram

Senior news reporter: Jonathan Burn

News reporter: Lawrence Allan

## Road tests

Road test editor: James Disdale

Deputy road test editor: Dean Gibson

Senior road tester: Sean Carson

Road tester: Lesley Harris

## Consumer

Consumer editor: Chris Ebbs

Consumer reporter: Joe Finnerty

Consumer writer (products): Henry Willis

## Production

Managing editor: Stuart Morton

Production editor: Sarah Murray

Sub-editor: Stuart Newman

## Digital

Website editor: Steve Walker

Editor-at-large and

head of motoring video: Mat Watson

Senior web producer: Sam Naylor

Content editor: Tom Goodlad

Carbuyer editor: Stuart Milne

Carbuyer web producer: Ed Wiseman

Carbuyer sub-editor: Stephen Errity

Carbuyer content editor: William Morris

## Design & Pictures

Art director: Darren Wilson

Deputy art editor: George Vedmore

Designer: Danny Brown

Picture editor: Dawn Grant

Senior photographer: Pete Gibson

Staff photographer: Otis Clay

## Special Contributors

Steve Sutcliffe, Mike Rutherford,

Kim Adams, Andreas Conrad, Peter Lyon,

Sarah Bradley, Julie Sinclair

## Advertising & Promotions

Advertising director: Sarah Johns

Business development manager: Shaza Agabani

Advertising manager: Helen Ruane

Account manager: Neale Salt

Sales executive: Alexander Rumble

Research director (Driver Power): Seema Hope

Senior production executive: Daniel Stark

Inserts: Abdul Ahad

Digital trading director: Elaine dela Cruz

Managing director: Julian-Lloyd Evans

Publishing director: James Bumay

Newstrade manager: David Barker

Digital marketing manager: Anna Marley

Marketing executive: Grace Wilson



Dennis Publishing Ltd

Group managing director: Ian Westwood

Chief operating officer: Brett Reynolds

Group finance director: Ian Leggett

Chief executive: James Tye

Company founder: Felix Dennis

## CONTENT SYNDICATION SALES

Our content is available for syndication.

E-mail [ryan\\_chambers@dennis.co.uk](mailto:ryan_chambers@dennis.co.uk)

or call 020 7907 6132 for more details.

© Copyright Dennis Publishing Limited.

Auto Express is a trademark of Felix Dennis.

Auto Express is published weekly by Dennis Publishing Ltd.

Company registered in England, number 1138891. This

publication may not be reproduced or transmitted

in any form or in part without the written permission of

the Publishers. Registered as a newspaper at the

Post Office. Pictures submitted to Auto Express

are sent at owners' risk. While every care is taken,

neither Auto Express nor its agents accept any liability

for loss or damage. Originated on Apple Macintoshes.

Repro by Mullis Morgan. Printed by Benham Goodhead

Print, Bicester. Distribution: Seymour, 2 East Poultry

Avenue, London EC1A 9PT. Tel: 020 7429 4000,

Fax: 020 7429 4001, Website: [www.seymour.co.uk](http://www.seymour.co.uk)

## AUTO EXPRESS ROAD TESTS

All Auto Express tests are carried out at private proving

grounds where cars are driven to the limit and performance

tested using Racelogic Vbox computer timing equipment.

Auto Express also assesses the cars over many miles of

mixed public roads before delivering its Road Test Verdict.

Auto Express is part of the  
Auto Bild Group network of magazines



When you have finished with  
this magazine please recycle it



The paper used within this magazine is  
produced from sustainable fibre, manufactured  
by mills with a valid chain of custody.

[www.autoexpress.co.uk](http://www.autoexpress.co.uk)

# Vauxhall and GM are giving tech a refreshing human touch



**AE** IN a world where we spend so long dealing with E-mails, texts, tweets and posts, it was refreshing to spend some time in Detroit this week looking at the new connectivity tech coming to Vauxhalls later this year (see Page 28) – new tech with a real human element to it.

Connectivity is the big battleground for car makers these days, and Vauxhall owner GM claims to be at the forefront with its OnStar system.

In fact, when I caught up with GM's CEO Mary Barra (above), she described her company as "an automotive technology company".

GM has invested heavily in OnStar with human operators at its heart. Sure, GM's rivals' systems will do many similar things, but with in-car distraction a hot topic and voice control yet to catch up with the real world, being able to speak to a real person who has access to all the technology in your car is a refreshing change.

It might feel odd for those who seem to do all they can to avoid a conversation, but pressing a button and speaking to someone is easier and safer than battling through voice or push button menus. Especially if they'll offer to make a reservation or send you a coupon to be used at your destination.

Thankfully Barra reassured me that it's not all about tech, and how GM's cars drive is still vital. "There's no reason you can't do a wonderful product that's fun to drive, and have breakthrough technologies that are going to create value and excitement in a wow experience," she said.

GM's British arm is strong right now and key to Barra's plans. She described it as a "hero brand"

that's both "approachable and emotional". OnStar is key to that, as is this year's new Astra – a car that could well lead the way on the technology front.



**STEVE FOWLER**  
Editor-in-chief

[Steve.Fowler@dennis.co.uk](mailto:Steve.Fowler@dennis.co.uk)

@stevefowler

## Contact us

Dennis Publishing Ltd,  
30 Cleveland Street,  
London W1T 4JD

facebook.com/autoexpress  
@AutoExpress  
youtube.com/autoexpress

Subscription enquiries 0844 844 0026

E-mail [firstname\\_lastname@dennis.co.uk](mailto:firstname_lastname@dennis.co.uk)

News 020 7907 6205

Consumer 020 7907 6217

Tests 020 7907 6209

Products 020 7907 6212

Fax 020 7907 6234

Advertising 020 7907 6745

Advertising E-mail

[ads@autoexpress.co.uk](mailto:ads@autoexpress.co.uk)



## Subscribe and save 46 per cent

Get all the motoring news EVERY week

Subscription to Auto Express and save 46% on the shop price. See Page 97.

## Call 0844 844 0026

Basic annual rate UK: £79.99 Europe: £110 Rest of world: £180

Online subscriber service Change your address and renew your subscription at

[www.subsinfo.co.uk](http://www.subsinfo.co.uk)

Subs E-mail [autoexpress@servicehelpline.co.uk](mailto:autoexpress@servicehelpline.co.uk)

## Auto Express app free on your iPad

- Start reading on your iPad for free
- Get news and content updates throughout the week
- Even more car news straight to your iPad
- Plus first drives, road tests and reviews, and exclusive video content, too



[www.subscribe.autoexpress.co.uk/print-ipad](http://www.subscribe.autoexpress.co.uk/print-ipad)

## Tell us about your car

Driver Power is the UK's biggest motoring satisfaction survey. Every year we need you to tell us about your car. Good or bad, your feedback helps us tell EVERY motor manufacturer what YOU want... and believe us, they're listening!



Have your say... take the survey

[www.autoexpress.co.uk/driverpower](http://www.autoexpress.co.uk/driverpower)





- **562bhp supercar debuts McLaren's Sports Series family**
- **Rival to 911 Turbo S to debut at New York Motor Show**

**Jack Rix**

jack\_rix@dennis.co.uk  
@jack\_rix

**AE** FIRST, McLaren took on the Ferrari 458 Italia with its MP4 12C (now the 650S); then came the Ferrari LaFerrari and Porsche 918 challenger, the P1; and now, the brand is wading into even more dangerous water, currently patrolled by the Porsche 911, with the 570S.

It's being revealed at the New York Motor Show this week, and is the first member of McLaren's entry-level Sports Series family, which slots below the Super Series and Ultimate Series in the range.

Designed to sit beneath the 650S in the line-up and take on top-end 911s, the 570S is just the beginning of the Sports Series family. A less powerful and more affordable 'C' model will follow the 'S', with a Spider due after that. Prices will start from around £145,000 for the 570S.

Although it's the baby of McLaren's range, there's nothing junior about the way the 570S performs. It uses the same mid-engined, rear-wheel-drive configuration as the 650S and P1, but features a version of the familiar 3.8-litre twin-turbo V8, with 30 per cent new components. The result is 562bhp and 600Nm of torque – 79bhp less than the 650S, yet 10bhp more than the 911 Turbo S. Power is channelled through a seven-speed twin-clutch SSG box.

Despite producing 150Nm less torque than the Turbo S and using rear rather than four-wheel drive, it's only one-tenth slower from 0-62mph, taking 3.2 seconds. The 570S wins back points when it comes to its 204mph top speed, though – 6mph faster than the Porsche's and only 3mph down on the 650S'.

This outrageous straight-line performance is courtesy of its lightweight construction. It uses a modified version of the 650S' carbon-fibre MonoCell chassis, weighing just 80kg, with thinner sills to make getting in and out that little bit easier. It means a dry weight (without fuel or other fluids on board) of just 1,313kg – a massive 292kg lighter than the 911 Turbo S and a useful

## ■ OFFICIAL

# McLaren 570S B

■ We have all the details ahead of sensational supercar's unveil at New York

17kg less than the 650S. Economy of 25.5mpg and CO<sub>2</sub> emissions of 258g/km represent improvements of 1.4mpg and 17g/km over its bigger brother.

The curious part, though, is that when you compare McLaren's own data for the 570S and 650S, it's the supposed baby that actually measures 18mm longer and 103mm wider, although the 650S' roof is 3mm closer to the ground. It features six litres more luggage space in

**Scissor doors are carried over from the 650S, while under skin is carbon-fibre chassis**





**DIMENSIONS** 570S weighs 292kg less than a Porsche 911 Turbo S, while it's longer and wider than the 650S, which costs more



**"Although it's the baby of McLaren's range, there's nothing junior about the way the 570S performs"**

# Britain's new 911 rival

ork Motor Show



**Front design bears a striking resemblance to the McLaren 650S and P1, although blades in the bumpers are unique 570S touch**

the nose, too, at 150 litres. McLaren says the 570S is more focused on "day-to-day usability and driveability" and "increased interior comfort", which explains the more generous dimensions.

Unique adaptive dampers are fitted as standard, along with front and rear anti-roll bars, a double wishbone suspension design at each end and

carbon-ceramic brake discs. The latter, however, are likely to be options only on the lesser C model.

Like the 650S, there are three settings for the drivetrain – Normal, Sport and Track – progressively increasing the ride firmness, gearbox speed, throttle response and slackening off the ESP threshold.

From the front, the link between the P1, 650S and 570S is strong, but look





**INTERIOR** Leather-wrapped sports seats promise excellent support in comfort-focused cabin. Seven-inch touchscreen controls raft of functions

closer, and the 570S is littered with unique elements. The blades in the front bumper, for example, channel air out through the wheelarches and under the car, while a blacked-out 'tendon' along the sides houses the door button, reduces drag and cools the engine. The scissor or 'dihedral' doors are a feature carried over from the 650S, and add some essential supercar pizzazz.

Subtle flying buttresses in the C-pillar add yet more flair to the design and boost downforce, while a P1-style tail-light signature, huge diffuser and discreet twin tailpipes provide the drama at the rear. The concave rear windscreen will become a Sports Series signature, claims McLaren. If you want something more 'in your face', an optional styling pack adds deeper bodywork and a fixed rear wing.

Inside, the focus is on making this the most comfortable McLaren to date. Leather-wrapped sports seats are standard (racing seats are optional), while the portrait-orientated seven-inch touchscreen infotainment system is housed in a floating dash design.

There's plenty of technology, too, with Bluetooth, DAB radio, sat-nav and climate control all fully integrated into



the screen. A choice of a standard four-speaker, upgraded eight-speaker or a 12-speaker flagship Bowers & Wilkins 1,280W stereo is available. And if the £145,000 price tag isn't enough, McLaren will let you run wild adding various Alcantara, Nappa leather and carbon-fibre packs to the interior.

The importance of the 570S, and subsequent Sports Series models, to McLaren's fortunes can't be underestimated. It turned a profit last year, selling a total of around 1,850 cars (1,600 Super Series and around 250 P1s). These figures are 21 per cent up on 2013's, and its projections are to sell around the same number in 2015, with a handful of Sports Series thrown in towards the back end of the year.

However, once the Sports Series range is up to full production in 2016, bosses hope to sell 1,500 Super Series per year and 2,500 Sports Series for a sustainable annual total of 4,000 units.

**"Importance of the 570S, and subsequent Sports Series models, to McLaren's fortunes can't be underestimated"**



**McLaren 570S can blast from 0-62mph in a scintillating time of 3.2 seconds**

## Meet the McLaren family

How the British supercar range is shaping up

### SPORTS SERIES



**570S** Price: £145,000 Power: 563bhp 0-62mph: 3.2 secs Top speed: 204mph

WHEN you consider McLaren's 'entry-level' model has 563bhp and can top 200mph with ease, you know it's a serious performance car company.

### SUPER SERIES



**625C** Price: N/A Power: 616bhp 0-62mph: 3.1 secs Top speed: 207mph

DETUNED and more comfort-orientated version of 650S is sold exclusively in the Asian market. McLaren says it's the most refined model it's ever built.



**650S** Price: £195,250 Power: 641bhp 0-62mph: 3.0 secs Top speed: 207mph

THE heart of the Super Series range is a development of the MP4 12C that went before it. The car is faster, louder and more comfortable than its predecessor.



**675LT** Price: £259,500 Power: 665bhp 0-62mph: 2.9 secs Top speed: 205mph

AIMED at the Ferrari 458 Speciale, the LT features a longtail airbrake at the rear, a subtly reshaped front bumper and more carbon to bring the weight down.

### ULTIMATE SERIES



**P1** Price: £866,000 Power: 903bhp 0-62mph: 2.8 secs Top speed: 217mph

MORE powerful than a Formula One car but perfectly driveable on the road, the P1 proves what's possible with hybrid tech, securing the future of the supercar.



**P1 GTR** Price: £1.98m Power: 986bhp 0-62mph: 2.7s (est) Top speed: 200mph+

ONLY driveable on track and not homologated for any race series, the P1 GTR is an extremely expensive track toy, yet a sensational piece of engineering.





## MADE IN SWEDEN. TUNED FOR BRITAIN. THE VOLVO V40 R-DESIGN.

British roads are different from Swedish roads. That's why we tested and tuned the V40 R-Design's braking system here in Britain. It puts you in total control, instantly responding to anything the roads of Britain have to offer (and that includes the wildlife).

BOOK A TEST DRIVE TODAY  
AT **VOLVOCARS.CO.UK**

Personal Contract Purchase Representative  
Example: V40 T2 R-Design Rebel Blue

48 Monthly payments	£269
Customer deposit	£269
Finance deposit contribution	£750
Representative APR	4.9% APR
On the road price*	£20,269.50
Total amount of credit	£19,250.50
Interest charges	£2,806.50
Total amount payable	£23,076
Optional final payment	£9,145
Duration of agreement (months)	49
Fixed rate of interest p.a.	2.52%
Mileage per annum	8,000
Excess mileage charge	14.9p per mile

Available with 3 years complementary servicing when purchased on Volvo Advantage Personal Contract Purchase.



Official fuel consumption for the Volvo V40 T2 R-Design (manual) in MPG (l/100km): Urban 41.5 (6.8), Extra Urban 62.8 (4.5), Combined 53.3 (5.3). CO<sub>2</sub> Emissions 124g/km. MPG figures are obtained from laboratory testing intended for comparisons between vehicles and may not reflect real driving results. Finance subject to status. Retail sales only. \*Subject to availability at participating dealers only on vehicles registered between 01/04/15 and 30/06/15. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle; (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to the condition or mileage of the vehicle. Terms and conditions apply. Applicants must be 18 or over. Guarantee/Indemnity may be required. Volvo Car Credit RH1 1SR. **You will not own the vehicle until all payments are made.** The service offer is only applicable when purchasing on Volvo Advantage Personal Contract Purchase on vehicles ordered between 01/04/15 and 30/06/15. Services must be carried out at a Volvo Authorised Repairer. Retail offer only. Excludes fleet operators and business users. See [volvocars.co.uk](http://volvocars.co.uk) for full terms and conditions.



# Sharp new Mercedes G

■ **Replacement for ML debuts at New York show this week**



**Jonathan Burn**

Jonathan.Burn@dennis.co.uk  
@jonathan\_burn

**AE** MERCEDES has taken the wraps off its replacement for the ML, and it's called the GLE. The new rival to the BMW X5 joins the GLE Coupé in the revamped Mercedes SUV line-up, and debuts at this week's New York Motor Show.

Fuel consumption and CO<sub>2</sub> emissions have been reduced by 17 per cent on average over the ML, and a new plug-in hybrid has been added for the first time, in the shape of the GLE 500e 4MATIC.

The ML was Mercedes' best-selling SUV, and its replacement takes cues from current models with its swept-back LED headlamps with daytime running lights and wide, two-bar chrome grille. The shark fin-style C-pillar, first seen on 1997's original ML, remains with the integrated side window, while curvier wings and flared wheelarches are added.

There are four, six and eight-cylinder engine options, plus Mercedes says the 436bhp GLE 500e hybrid delivers the power and refinement of a V8 from its combination of 328bhp 3.0-litre petrol V6 engine and 114bhp electric motor.

The brand's 4MATIC all-wheel-drive system and seven-speed auto box are standard, with 18.5 miles of all-electric range possible. Mercedes also claims 85.6mpg and 78g/km of CO<sub>2</sub> for its hybrid SUV – exactly the same figures as BMW's new X5 xDrive40e plug-in.

Diesel options will comprise a 201bhp 2.1-litre four-cylinder for the GLE 250d and a 254bhp 3.0-litre V6 diesel for the GLE 350d. The entry-level GLE 250d is the most efficient car in its class, says

■ **OFFICIAL**



**GLE 250d (above) offers class-leading efficiency, hybrid GLE 500e cleans up, GLE 63 (below) tops range**



Mercedes, capable of 52.3mpg and emitting 140g/km of CO<sub>2</sub>. Both come with standard nine-speed auto boxes. At the opposite end of the range is the Mercedes-AMG GLE 63 S 4MATIC, which boasts a 577bhp 5.5-litre V8.

Inside, a floating seven-inch display screen has replaced the ML's integrated monitor, with the new centre console housing the COMAND controller and touchpad. All models offer lots of kit as standard, including Collision Prevention, Crosswind Assist, ECO stop/start and Dynamic Select controller. Also offered are a Parking pack and Comfort pack.



**"GLE gets swept-back LED headlights with daytime running lamps and two-bar grille. Plug-in hybrid is added for first time, too"**

## ...As tough new pick-up guns for Amarok

AS the wraps come off the new GLE, Mercedes has revealed plans to enter yet another new class. CEO of the vans division Volker Mornhinweg told Auto Express that the brand will launch a one-tonne pick-up by the end of 2017 to rival the VW Amarok and get a slice of the truck market, which currently accounts for 2.3 million global sales.

As this official sketch (right) shows, the pick-up will use familiar Mercedes styling cues like a wide, three-bar grille, swept-back headlamps and curvy front wings. It features a double-cab arrangement on a ladder chassis, while a single-cab version is also under

consideration. At the rear, slim lights flank a wide tailgate, and the bumper can be removed for loading large items.

Inside, Mercedes is keen to make its pick-up feel like any other passenger car, so we were told to expect the familiar, floating, tablet-like central touchscreen, as well as technology seen on the recent V-Class MPV.

The as-yet-unnamed new car will sit alongside the existing Mercedes light commercial vehicle range of Sprinter, Vito and Citan vans. And just like the Vito panel van and V-Class MPV, it's believed that the company will offer two versions of the pick-up

for different markets: a commercial and a plusher, high-spec model for passenger car duties – the latter featuring big-car equipment such as leather and wood trim.

Mercedes' styling studios in the US and Asia all submitted sketches, but the final design was from its Sindelfingen studio in Germany. It's expected to reach Mercedes van dealerships by the end of 2017.

**"Inside, Mercedes is keen to make its pick-up feel like any other car"**

■ **OFFICIAL**

### MUSCLE

Official sketch shows pick-up will get Mercedes' wide, three-bar grille and swept-back headlamps





# GLE has X5 in its sights



Diesel LE 250d does  
52.3mpg and emits  
140g/km of CO<sub>2</sub>



Automecia

## ■ EVEN HOTTER AMG GT?

ON the same day that Mercedes announced it was planning a pick-up, this more extreme version of the AMG GT supercar was spotted blasting around the Nürburgring track in Germany.

It's rumoured to be the harder, faster Black Series model, complete with an aerodynamic package inspired by the GT3 racer. The new car is set to arrive some time next year.





# GO 3NJOY

There has never been a better time to go enjoy a brand new MG. From only £8,399 OTR the MG3 has loads of exciting extras as standard including distinctive LED daytime running lights and USB/AUX input. With over one million personalised combinations to discover, you really will get more MG for your money.

Or why not test-drive the stylish and fully equipped MG6? Excellent handling, spacious interior and plenty of gadgets are only a few of the reasons to go large.



**MG3** From **£8,399** OTR



**MG6** From **£16,995** OTR

**GET MORE MG FOR YOUR MONEY.** Go find your dealer at [mg.co.uk](http://mg.co.uk)

**MG3 Fuel consumption mpg (l/100km) for MG3 Range: Urban: 37.7 (7.5), Extra Urban 57.6 (4.9), Combined 48.7 (5.8), CO2 Emissions 136 g/km. MG6 Fuel Consumption mpg (l/100km): DTi-TECH Urban: 48.7 (5.8), Extra Urban: 64.2 (4.4), Magnette: 59.0 (4.4), Combined: 57.6 (4.9). CO2 Mass Emission (Combined) 129 g/km.**  
Models shown MG3 3FORM SPORT in Stuck on Blue with White Trophy Stripe at £10,203. MG6 DTi-TECH TSE in Regal Red at £19,995. Metallic paint an optional extra at £395. On the road price of £8,399 applies to the MG3 3TIME with no optional extras. On the road price of £16,995 applies to the MG6 DTi-TECH S with no optional extras. On the road (OTR) prices include VAT where applicable, vehicle first registration fee, delivery, number plates and 12 months' Vehicle Excise Duty. From prices shown exclude optional metallic paint, accessories and graphics packages. Fuel consumption figures shown are based on official EU test results and are to be used as a guide for comparative purposes and may not reflect actual driving results. For more information on MG3 and MG6 please visit [mg.co.uk](http://mg.co.uk)



# Quarter of all roadworks delayed, with average overrun of 28 days

■ Figures reveal works finished on time in England since 2011 ■ One project held up by over a year



**Joe Finnerty**

Joe.Finnerty@dennis.co.uk  
@AE\_Consumer

**AE** A QUARTER of all road repairs and maintenance carried out by the Highways Agency since 2011 have been delayed, Auto Express can reveal.

Our exclusive Freedom of Information request found that 3,801 roadwork projects have been scheduled for completion since April 2011 in England, but 950 weren't finished on time.

The longest overrun was on the M180 near Scunthorpe, Lincs, which missed its deadline by an entire year. Our figures also show the average delay was 28 days.

Work included renewing road gullies, replacing lighting, resurfacing and signage along motorways and A-roads.

Professor Stephen Glaister, director of the RAC Foundation, said: "Leaving aside questions of cost and efficiency, drivers will want to know the impact of overruns on them. The Highways Agency must target resources on completing jobs that are urgent and cause greatest disruption during their execution."

"Praise where it's due, though, this data reveals the huge number of projects – big and small – the Highways Agency is carrying out."

The Highways Agency – replaced by Highways England today (1 April) – defended its record and said causes of delays included road condition, traffic, weather and unforeseen legal problems.

A spokesman said: "We always look to design our work in a way that improves

## EXCLUSIVE

Our Freedom of Information request showed roadworks were delayed by 28 days on average in England



## 10 most delayed roadworks in England

Location	Construction start date	Planned end date	Actual end date	Delay (days)
<b>M180 J5-J4</b> (near Scunthorpe)	10/07/2012	11/07/2011	11/07/2012	366
<b>M61</b> (near Bolton)	25/11/2013	27/11/2013	27/11/2014	365
<b>M6 West</b> (West Midlands)	25/11/2013	09/01/2014	20/12/2014	345
<b>M20 J8-J7</b> (near Maidstone)	29/10/2012	13/04/2012	04/03/2013	325
<b>A27</b> (Brighton)	16/04/2012	04/05/2012	21/03/2013	321
<b>A590 Lindale Hill</b> (Lake District)	06/10/2013	03/01/2013	05/11/2013	306
<b>M62</b> (Liverpool to Leeds)	04/03/2014	03/02/2014	13/11/2014	283
<b>M4 J7 link roads</b> (near Slough)	20/02/2012	19/03/2012	03/12/2012	259
<b>M4 J5-J11</b> (Slough to Reading)	05/03/2012	31/07/2011	30/03/2012	243
<b>M20 J12-J13</b> (Folkestone)	11/10/2012	12/10/2012	30/05/2013	230

Source: Highways Agency

productivity while minimising disruption. We've delivered 83.6 per cent of our maintenance and smaller improvement projects early, on time or within five days of the planned completion date."

Over the next five years, a further £11 billion will be spent on roadworks, with extra motorway lanes and network resurfacing. The spokesman added: "We are delivering the biggest programme of investment in our roads up to 2021, and while we recognise there may be delays, this is ultimately good news for drivers who will experience smoother and more reliable journeys in the long term."

## New Kia Optima revealed

KIA has finally pulled the wraps off its 2016 Optima saloon, ahead of its debut at this week's New York Motor Show.

As we went to press, this image was the only one to have been released of the new car, ahead of its showroom launch early next year. And while the exterior design sticks closely to that of the previous model, this is in fact an all-new car underneath. Kia's 'tiger-nose' grille remains, and new headlights and larger intakes in the bumper give a fresh look.

The brand promises a "more spacious interior", as well as premium materials and tech features from the class above.

"Multiple engine choices" will be offered, expected to include the 1.7-litre CRDi diesel in various power outputs, plus a new plug-in hybrid later in the

car's life. Bosses refused to confirm details of the hybrid, but we know it will be diesel-electric. An Optima estate is also likely to be offered, previewed by the SportSpace concept at March's Geneva show. More details on the Optima will be revealed at New York.

## OFFICIAL

Sharp-looking Optima was revealed ahead of its New York show debut



## ...And latest Superb estate hits the road

## SPIED



Spies caught the spacious new Superb Estate on test

THE Kia Optima isn't the only new family saloon about to get an estate makeover. This spy shot proves Skoda is readying the load-carrying version of its new Superb.

It should provide class-leading boot space – the four-door already offers an impressive 625 litres. Skoda also claims twice as much legroom as in Vauxhall's Insignia.

The Estate will get the same range of turbo petrol and diesel engines as the saloon, and prices should start at just under £20,000 when it goes on sale later this year.



# Ford reveals new S-MAX

■ **Smart new MPV can prevent speeding** ■ **Set to start from £24,545**

■ **OFFICIAL**



**Lawrence Allan**  
Lawrence.Allan@dennis.co.uk  
@LobAllan

**AE** FORD'S all-new S-MAX is set to go on sale at the end of this year, and it will usher in a whole new generation of technology for the brand's models. To highlight what's new, Ford's European design and engineering bosses talked Auto Express through the most important features, many of which have never before been seen in the MPV class.

Perhaps the most interesting (and controversial) is Intelligent Speed Assist. This system is the first of its kind in the UK, and uses a forward-facing camera to read road signs, then automatically slows the car to the correct speed.

It relies on road signs and sat-nav data to do this, and Ford says that, rather than stopping drivers from breaking the limit, it's designed to help prevent accidental speeding. Chief program engineer Rolf Deges told us it can "always be overridden" by buttons on the steering wheel.

The tech uses existing Ford systems such as Traffic Sign Recognition and the adjustable speed limiter found on the likes of the Kuga and new Mondeo, so it will be rolled out across the model range soon after debuting on the S-MAX.

The MPV also gets heated and cooled multi-contour seats, with a massage function, plus a power-adjusting steering column. Seats in the rear-most row can be individually dropped electrically at the touch of a button, and there are side airbags back there for increased safety.

Further safety assistance comes in the form of a '180-degree' camera to



## 1. ADAPTIVE STEERING

Mechanical gears and an electric motor adjust the steering ratio, making it quicker to move from lock-to-lock at low speeds

help drivers see out of junctions, plus active braking can apply the anchors from up to 112mph.

Intelligent all-wheel drive also debuts, while new adaptive steering is available, too. Like BMW's Active Steering, the gearing and electric motors adjust the ratio to make it quicker in town and more stable at speed.

The all-new S-MAX will be available with a choice of 1.5-litre and 237bhp 2.0-litre EcoBoost petrol engines, as well as three diesels including a 210bhp twin-turbo flagship. Prices are set to start from £24,545.

**2. SAFE VIEW** Central screen controls raft of features, and relay view from 180-degree cameras at front. These display side views in each direction, allowing you to pull out safely at junctions.



**5. CLEVER SEATS** Rear doors open wide, and third-row seats fold individually into floor at touch of a button. A simple tug is all it takes to pull them back. Passengers using them even get side airbags.

## Tesla SUV up and running at last

IT'S been a long wait for Tesla fans, but the Model X SUV has finally been spied in production-ready trim. We've seen 'near-production spec' models since way back in 2013, but the delayed launch is finally imminent, with the Model X set for release late this year.

The most interesting detail visible in our spy shots is the falcon-wing style, upwards opening doors, which will remain for production.

Tesla quietly confirmed powertrain details early this year, so we know the car will be four-wheel drive, courtesy of two electric motors from the

storming P85D (driven in Issue 1,360) – albeit likely detuned from that car's 682bhp output – and a range of around 300 miles.

A first for electric vehicles is a towing hook, which has also been confirmed for production. Traditionally, EVs were unable to tow anything because of the complexities of the drivetrain, but Tesla promises a range of lifestyle accessories will be available to attach to the back.

Inside, we expect the SUV to be more practical than the Model S saloon, but features like the tablet-style touchscreen will remain. It'll also offer seven seats, across three rows.

## ■ SPIED



Model X spied on test, with unique doors, tow hook



## ■ GM'S NEW SAFETY TECH

FORD isn't the only manufacturer developing safety tech, as General Motors has announced its latest kit.

A Teen Driver setting will be offered on GM's new US-market Chevrolet Malibu, allowing parents to set a maximum speed between 40 and 75mph, mute the sound system until the front seatbelts are fastened and set a volume limit.

It's activated as soon as the car is unlocked and provides a report at the end of the journey. While the 2016 Malibu won't be sold in the UK, GM could roll it out across its brands, which include Vauxhall.

Mary Ann Beebe, GM safety engineer, said: "We developed this system so parents could use it as a teaching tool with their kids."

**P28: GM's international rescue**



# AX's tech secrets

**3. SPEED ASSIST** Intelligent Speed Assist reads road signs and uses sat-nav data to work out limit, and – controversially – cuts fuel supply to reduce the car's speed automatically.

**4. SMART 4WD** Intelligent all-wheel drive reads the road surface every 16 milliseconds and can then transfer power to individual wheels when the conditions get tricky.



## True blue for Focus RS

FORD has revealed the 316bhp Focus RS in its production Nitrous Blue colour scheme (below).

When it debuted at March's Geneva Motor Show, the new mega hatch was finished in Performance Blue – a shade designed to match that of the Ford GT, and which won't be offered in dealers. Joining Nitrous Blue in the colour palette are Shadow Black, Metallic Grey and Frozen White.

The Focus RS will be sold in North America for the first time, plus in several other world markets. First customer deliveries in Europe will begin in early 2016.



## Fresh-faced Ranger is go

THE facelifted Ford Ranger pick-up has been unveiled ahead of its UK launch next year. The VW Amarok rival (below) gets a new grille and sharper lights. Inside are better-quality materials, plus Ford's latest Sync 2 infotainment system. Driver aids now include adaptive cruise and hill descent control. Engine tweaks boost efficiency.

Prices will be revealed closer to the launch.



## New York in brief



### Revamped Outlander set for Big Apple bow

MITSUBISHI is set to reveal the facelifted Outlander range at this week's New York Motor Show.

The mid-size SUV will get a revised chrome grille and sharper headlights (above). LED tail-lights also appear, while inside, trim quality is set to be improved, plus the latest infotainment and active safety tech should feature.

Diesel and plug-in hybrid engine options are expected to remain when the new Outlander range goes on sale in the summer.

### ...And hybrid heads new RAV4 highlights

THE Outlander won't be the only new SUV on show in New York, as Toyota's RAV4 is also heading to the Big Apple with a raft of updates.

The big news is that a hybrid will be offered for the first time – likely to use an adaptation of the plug-in petrol electric powertrain seen in the Auris and Prius. It could also get a dual-motor four-wheel-drive system to rival the popular Outlander PHEV.

Sharper looks, an upgraded interior with new tech and a more efficient engine range feature, too.

### Sporty MX-5 joins the Club in New York

AWAY from the off-roaders on the New York stands, Mazda is showcasing a racier Club Edition version of its new Mk4 MX-5.

The company is remaining tight-lipped, but it's claimed to be the "most aggressive roadgoing iteration" of the new roadster. It's likely to benefit from some sportier styling tweaks and minor chassis modifications. The 1.5 and 2.0-litre four-cylinder petrol engines will remain untouched, as will the car's sub-one-tonne kerbweight.

# Call for road crash probe teams

**OFFICIAL**



Transport Safety Commission wants road accidents to be investigated as extensively as incidents on rail, at sea or in air

A UK road crash investigation body should be set up to mirror air, rail and sea accident probe teams, a parliamentary safety group has said.

The Transport Safety Commission (TSC), which includes MPs, police, road safety bodies and Government officers, claims around 500,000 people have

died on UK roads since 1926, yet there's no single body for investigating and learning from accidents. Meanwhile, air and rail incidents are extensively studied by the Air Accidents Investigation Branch and Rail Accident Investigation Branch.

Professor Stephen Glaister, TSC chairman, said: "It seems perverse that

we effectively have double standards when it comes to investigating deaths among the travelling public.

"The fact that our recommendations all refer to road safety rather than rail or air is a sad indictment of a failure to tackle a situation that's somehow seen as acceptable by those in authority."



THE LUXURY OF ONE TYRE FOR FOUR SEASONS



## QUATRAC 5

Maximum water displacement

Excellent handling performance

Optimum stability

Perfect grip



**VREDESTEIN QUATRAC 5.** THE LATEST GENERATION ALL-SEASON TYRE OFFERS AN OPTIMISED PERFORMANCE IN ALL WEATHER CONDITIONS. 3D GRIP CLAWS FOR PERFECT GRIP AND ACCELERATION ON SNOW AND ICE. ENHANCED STABILITY AND IMPROVED HANDLING ON DRY SURFACES. EXTREMELY WEAR-RESISTANT THANKS TO INNOVATIVE FULL SILICA COMPOUND. GREEN EU TYRE LABEL: BENEFITS PEOPLE, THE ENVIRONMENT AND YOUR WALLET!



**VREDESTEIN**  
DESIGNED TO PROTECT YOU



# Porsche pumps up the power on storming 370bhp Boxster Spyder

■ New York show debut ■ 3.8-litre engine from 911 ■ UK prices from £60k

■ **OFFICIAL**



**New model is the most powerful Boxster ever. Buttresses behind rear seats are unique to the Spyder**



**Jonathan Burn**  
jonathan\_burn@dennis.co.uk  
@jonathan\_burn

**AE** FOLLOWING the unveiling of the most powerful ever Cayman in the shape of the GT4, Porsche is continuing its offensive with the new 370bhp Boxster Spyder.

Introduced at the New York Motor Show this week, the Spyder is the most powerful ever version of Porsche's baby sports car, and retains the hand-operated folding fabric roof from the previous model.

Its design should look familiar, with both the front and rear end mirroring that of the Cayman GT4.

The distinctive rear buttresses nestling behind each seat are unique to the Spyder and are a nod to the 718 Spyder from the sixties.

Porsche has also borrowed a selection of mechanical components from the 911.

The Spyder becomes the first Boxster to feature the larger 3.8-litre flat-six engine from the 911, developing 370bhp, with 0-62mph taking 4.5 seconds and a top speed of 180mph.

It also rides 20mm lower to the ground than the standard Boxster and larger brakes from the 911 have been fitted. Porsche claims more direct steering has been added to the Spyder, too.

As with the recently introduced Cayman GT4, Porsche will only make the Boxster Spyder available with a six-speed manual

**"The Spyder develops 370bhp with 0-62mph taking 4.5 seconds and a maximum speed of 180mph"**

gearbox – a PDK automatic is not even on the options list.

To keep weight to a minimum, carbon-fibre bucket seats from the 918 Spyder hybrid hypercar have been bolted into the cabin, with the air-conditioning and radio also removed to further reduce weight.

Buyers who are seeking a few more creature comforts will be able to choose them as an optional extra, however.

Porsche has already begun taking orders for the Spyder, with prices starting from £60,459. First deliveries will begin in July, with customers also being invited to Porsche's Experience Centre at Silverstone to get to grips with their latest purchase.



**Cabin has carbon-fibre seats from 918**

## Tougher ID checks for drivers at ports

■ **OFFICIAL**



**Rules tightening up at Eurotunnel and at ferry ports**

DRIVERS and passengers leaving the UK through the Eurotunnel and on ferries will be subject to new exit checks as the Government tightens up its borders.

Passport details from all those travelling will have to be supplied ahead of travel, with immigration officials checking them upon departure. ID data collected at the Eurotunnel – and other ports – will be passed on to the Home Office and UK Border Force from today (1 April).

Exit checks at ports were abandoned in 1998, and until now they have mainly been policed using automatic number plate recognition. It's feared the checks could cause cross-Channel delays unless new technology is developed, as up to 12,000 cars a day can leave, each carrying up to nine passengers.

The immigration minister warned that families should allow extra time for their journey if travelling through ports, especially for the busy Easter weekend.

## Car stops shake-up

**OFFICIAL**  
POLICE forces in England and Wales must record stops they carry out on vehicles, a police watchdog has said.

Her Majesty's Inspectorate of Constabulary (HMIC) said a recording standard for cops should be set up within 12 months. This must be made public, too, so use of powers can be kept in check.

The recommendation comes after HMIC's review found there were public concerns about black and ethnic minority drivers being unfairly targeted and treated differently at the roadside.

The HMIC reported: "The absence of reliable data about the use of the powers has meant forces cannot demonstrate to us that they are using these powers effectively and fairly."



**All checks on vehicles in England and Wales must now be recorded by police**



# £148k Range Rover unveiled

**SVAutobiography debuts**  
**543bhp V8 in hottest model**



**James Batchelor**

james\_batchelor@dennis.co.uk  
@JRRBatchelor

**AE** THE wraps are off the most luxurious Range Rover ever, the SVAutobiography. Unveiled at this week's New York Motor show, it's also the most powerful Range Rover ever, with a 543bhp 5.0-litre supercharged V8.

The £148,900 SVAutobiography is the work of Jaguar Land Rover's Special Vehicle Operations (SVO) division and goes on sale this summer. Available in standard or long-wheelbase versions, the new flagship showcases new two-tone colour combinations – the Santorini Black upper body colour can be paired with nine colours for the lower half.

And just in case the striking paint schemes don't attract enough attention, SVO has fitted new Range Rover lettering on the bonnet, a unique front grille and special SVAutobiography badging.

Inside is where the SVAutobiography really shines, though. New machined aluminium trim is fitted up front, while rear passengers sit on plush leather seats. Passengers can sip champagne from the chiller cabinet, or enjoy a snack using the electrically operated picnic tables. Mohair carpets and aluminium coat hooks add to the opulent feel inside.

Further back, the luxury increases with a variety of boot floor options, including the veneered decking as pictured, and 'Event Seating' – hand-made, leather-covered aluminium seats that fold out from the boot.

SVAutobiography customers can choose from SDV6 Hybrid and SDV8 versions, or the Range Rover Sport SVR's

**OFFICIAL**



**Leather and aluminium Event Seats fold out from the boot**

542bhp 5.0-litre supercharged V8. This produces 680Nm of torque and is paired with an eight-speed ZF auto box.

The SVAutobiography is the latest addition to the SVO division's long-term strategy. As revealed in Issue 1,363, the SVR badge will denote the sportiest Jaguars and Land Rovers; SVX will be applied to even more capable off-roaders and SVAutobiography now signifies the pinnacle of luxury.



## JLR's £600m UK jobs boost

JAGUAR Land Rover has announced a new £600million investment largely linked to the new XF – launched last week with a James Bond-style high-wire stunt over the River Thames.

It follows January's announcement that JLR would create 1,300 jobs in Solihull, W Mids, to build the F-Pace SUV. Most of the money (£400million) will be spent on a new state-of-the-art aluminium body shop at the Castle Bromwich factory, where the new XF will be made alongside the XJ and F-Type.

It's the largest single financial boost the plant has ever seen, and marks a return to fortune for the workers who faced job losses during the economic downturn. Car production at Castle Bromwich has nearly doubled in five



years, and totalled 81,470 in 2014. The rest will be spent on the Advanced Design and Development Centre in Coventry, and a new National Automotive Innovation Centre, set to open at the University of Warwick in 2017.

**Spectacular launch saw XF in high-wire stunt over the River Thames**

## 375bhp Range Rover Sport blasts off, too

JOINING the Range Rover SVAutobiography on the New York Motor Show stand this week is a new Range Rover Sport HST (below), which gives a taste of the hot SVR.

It gets a 375bhp supercharged 3.0-litre V6 and distinctive styling. Unfortunately, it's only for petrol-dominated markets – so it won't come to the UK.

Also at New York will be a number of enhancements for the 2016 Range Rover Sport, including new tech and updates to ensure engines meet Euro 6 emissions rules.







# 3.8% APR

representative  
on loans from £7,500 to £15,000

## Our lowest ever loan rate

**TESCO** Bank | Loans

**Online:** [tescobank.com/loans](http://tescobank.com/loans)

Rate is correct as at 16/02/2015 and is subject to change. The interest rate offered to you will depend on the amount you wish to borrow and your individual circumstances. Loans available to UK residents and over 18s only, subject to status.

Tesco Bank is a trading name of Tesco Personal Finance plc. Registered in Scotland No SC173199. Registered office: Interpoint Building, 22 Haymarket Yards, Edinburgh EH12 5BH. Authorised by the Prudential Regulation Authority and regulated by the Financial Conduct Authority and the Prudential Regulation Authority.



# Reborn Beat hits road... and

■ **Mid-engined roadster driven**  
■ **1.0 turbo could come to UK**

Peter Lyon

**AE** HONDA is on a mission to inject some sportiness back into its range. We saw the new NSX and Civic Type R at the recent Geneva Motor Show and now it's added a third, somewhat smaller, performance car to its line-up.

First seen in concept form at 2013's Tokyo show, the S660 is a spiritual successor to the Beat, which was a hit in the nineties, but never officially sold here in the UK.

Like the Beat, it features a mid-engined layout, with a tiny 660cc engine, but there's a twist. An inside source told us that an export version, earmarked for the UK, is on the way with a more powerful 1.0-litre turbo, rumoured to pump out more than 127bhp.

Looking almost identical to the 2013 concept car, the S660 is an eye-catching design, but it's what's under that skin



that sets it apart. Based on a bespoke mid-engine, rear-wheel-drive steel and aluminium chassis, it's actually stiffer than the old S2000. You can feel the rigidity, too – it's easy to lift a rear wheel in fast corners.

Tipping the scales at just 830kg, the S660 employs the same 63bhp three-cylinder, 660cc turbo engine found in the Japan-only N-Box city car (or kei-car). However, to improve throttle response and mid-range torque and infuse it with a feeling of sportiness, engineers have revised the turbo geometry and raised

the red line from 7,000rpm to 7,700rpm. The turbo spools up at around 2,500rpm and delivers a healthy dose of torque right up to the limiter, but it's between 5,000 and 7,700rpm that the engine really comes to life, letting out a high-pitched metallic raspy roar.

The gearshift needs a firm hand, and even when pushed into a corner at 60mph, the rear end just does not budge. Honda's 'Agile Handling Assist' system regulates brake pressure to the inside front wheel to enhance cornering, and special 15-inch Yokohama Advan Neova tyres provide traction levels previously unheard of in kei-cars.

The downside of all that grip, and the fact that the traction control can't be switched off, is there's no oversteer to play around with. But there's no understeer, either, just solid handling. There's just enough weight in the steering, sufficient feedback and a crisp turn-in. And yes, even a six-footer can sit fully inside the cockpit and change gears without smashing their knees on the steering wheel.

■ **DRIVEN**



**Styling little changed from original 2013 concept car**



## **Auto Express Verdict**

**WHAT'S** not to like about a small, sporty and affordable mid-engined Honda? It might not have the visual impact of the Civic Type R, or the raw performance of the NSX, but the S660 is more evidence that Honda is creeping back to its best. If the company decides to fit it with a more powerful engine and export it to Europe, as we sincerely hope it does, then Mazda's MX-5 could have some serious competition.

# Aston Martin's next DB9 captured on test

THESE are the first spy shots of Aston Martin's replacement for the DB9, which is due in around a year's time, and is set to kick off an unprecedented range expansion over the next five years.

A V8 Vantage successor, a raised SUV-style model based on the DBX concept, an ultimate sports car, replacements for the Rapide and Vanquish and more luxury models wearing the Lagonda badge are all on the way.

While Aston is working hard on an all-new platform to underpin the V8 Vantage successor, designed to accommodate an AMG-sourced 4.0-litre twin-turbo V8 plus new Mercedes electrical architecture, the DB9 will be based on a modified version of the current Vanquish's bonded aluminium

VH chassis. A quick check of this test mule's number plate confirms that the familiar 6.0-litre V12 is under the bonnet, and it's likely to be tuned for more power and better fuel economy than the current car's figures of 510bhp and 19.8mpg.

What the car will be badged is up in the air, as Aston has said in the past it won't necessarily inherit the DB9 name.

DB10 seems unlikely as that's been given to the latest James Bond car (which, we're told, will provide the styling inspiration for the DB9 successor), leaving DB11 as a front-runner. Aston's aim is to create a greater distinction between the DB9 and V8 Vantage replacements, giving the former a softer, more "gentle" appearance, with the latter taking a more aggressive approach.

■ **SPIED**



**Replacement for DB9 is being developed and is likely to feature softer styling**



# nd is heading here



## NEED TO KNOW

"Soft-top is manually operated to cut costs and weight, and fits in boot, but it's a fiddly job."



**Cabin is clearly small, but there is adequate space for a six-footer to fit comfortably behind the steering wheel**

## Vantage name change



MEANWHILE, Aston Martin has confirmed it will change the name of the Vantage GT3 due to a legal dispute with Porsche.

First seen at the Geneva Motor Show last month, the most track-biased, road-legal Aston ever will now be called the Vantage GT12

because Porsche claims it has exclusive rights to the GT3 badge.

A spokesman said Aston didn't want to get involved in a legal battle. The GT12 name was chosen as it "captures the spirit of GT racing in all its forms and, of course, nods to the V12 engine".



Automeca

## ■ BMW M2 WARMING UP

AFTER months of rumours, it looks as if BMW is finally ready to add another car to its hot M range – after our spies caught the M2 Coupé on test (above) at the Nürburgring race track in Germany ahead of its release in showrooms at the end of the year.

Based on the 2 Series Coupé, the newcomer will sit above the M235i in the range and blend race car driving thrills with muscular proportions.

A development of the 3.0-litre turbocharged straight-six is likely to feature, packing around 370bhp.



Mat Watson

Mat\_Watson@dennis.co.uk  
@mat\_watson



AT [autoexpress.co.uk/videos](http://autoexpress.co.uk/videos) this week, we'll have coverage from the New York Motor Show – with an exclusive video of the new Jaguar XF, plus a vlog on the event's other star cars.

## Wraps come off Jaguar's new XF



AFTER seven years on sale, the XF is being replaced, with Jaguar officially taking the wraps off the new exec on its stand in New York. In this video – which you'll be able to view from 2 April – I'll show you all you need to know about the car, which is set to take the fight to the BMW 5 Series and Audi A6 when it hits UK dealers in September.

## Full round-up from New York



THE Big Apple's big motor show still isn't in quite the same league as the likes of Geneva or Frankfurt, but it's becoming an increasingly important venue for new car unveilings. Join me from 3 April for a point-of-view tour of the stands in our video vlog.

You can watch any of our videos on your phone. Simply scan this QR code.





SIMPLY CLEVER

# THE NEW ATTENTION STEALING ŠKODA FABIA.



**Available with up to 3 years servicing for £99<sup>^</sup>**  
when bought with Solutions PCP on ŠKODA finance<sup>#</sup>

The Fabia's new sleek, contemporary look is enough to catch the attention of any passer-by. The eye catching design including LED lights is complemented by a range of intelligent features. The 530L boot space, a DAB radio, Bluetooth and Stop/start engine system means you'll be transfixed when you're in it too. But just don't take our word for it, the new Fabia has been named WhatCar? Car of the Year 2015. Visit your local ŠKODA retailer for a test drive.

**4.9% APR  
representative<sup>#</sup>**

<sup>#</sup>At the end of the agreement there are three options: i) retain the vehicle: pay the optional final payment to own the vehicle; ii) return the vehicle; or iii) replace: part exchange the vehicle, subject to status. Available when purchased on Solutions Personal Contract Plan for New Fabia Estate based on a 36 month, 30,000 mile agreement. Retail Sales only. Offer available for vehicles ordered by 31st March 2015 from participating retailers. Further charges may be payable if vehicle is returned. <sup>^</sup>Up to 3 years/10,000 miles per annum (whichever comes first) when purchased on Solutions Personal Contract Plan. Excess mileage charges of 4.4p per mile apply. Offers are not available in conjunction with any other offer and may be varied or withdrawn at any time. Available to 18's and over. Subject to availability. Finance subject to status. Terms and conditions apply. Accurate at time of publication 03/2015. Freepost ŠKODA Finance.

Official fuel consumption for the Fabia range in mpg (litres/100km): Urban 46.3 (6.1) - 72.4 (3.9); Extra urban 67.3 (4.2) - 91.1 (3.1); Combined 58.9 (4.8) - 83.1 (3.4). CO<sub>2</sub> Range 110 - 88 g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.



ŠKODA



[skoda.co.uk/newfabiaestate](http://skoda.co.uk/newfabiaestate)

**WHATCAR?**  
**Car of the  
Year 2015**  
Overall winner

**WHATCAR?**  
**Car of the  
Year 2015**  
Best small car



Boot space of 530 litres with seats up



Stop/Start engine system



Advanced infotainment system





Sylwia and husband Patrycjusz were happy Audi sorted problem caused by past owner misfuelling

## Audi comes good on old misfuelling issue

■ **CASE STUDY** Previous owner misfuelled car, leaving new owner to replace whole fuel system

**AE** Joe Finnerty

THE AA attended more than 40,000 incidents of misfuelling last year alone – and it's a mistake that can cost thousands to put right.

Aside from the embarrassment, filling your car with petrol instead of diesel, or vice versa, can have far-reaching consequences, as Sylwia Gorlo, from Walthamstow, east London, found out.

Sylwia bought her 2012 Audi A6 seven months ago, but it suddenly cut out without warning. She took it to local dealer Chingford Audi to get it looked at. Staff there found a number of signs the car had been misfuelled in the past.

Yet Audi's fuel tank is fitted with a protective cap designed to stop the wrong-sized fuel nozzle being inserted. The maker said the device could not completely prevent access to the tank for the wrong pump, and Sylwia was adamant she hadn't misfuelled.

Audi's technicians also found the fuel pump on the A6 had been damaged,

causing metal particles to travel down the fuel lines and into the injectors. And loose and leaking fuel pipes revealed there had been unsuccessful attempts to mitigate the effects by bleeding the system.

This meant Chingford Audi needed to replace the fuel system to fix the car. However, because it was misfuelled, Audi wouldn't cover it under warranty.

Sylwia said: "There were no signs of petrol in the tank now, so voiding our warranty on the basis of misfuelling was some kind of joke." Auto Express contacted Audi as we didn't believe it was fair Sylwia should be paying for repairs that weren't her fault.

An Audi spokesman said there was no indication a manufacturing defect was responsible for the problem, but admitted "all available evidence" showed the misfuelling error happened before Sylwia took ownership.

He added: "Audi UK will cover all the rectification costs incurred up to now in full as a gesture of goodwill."

## A-roads to be turned into mini-motorways

MAJOR A-roads in England will be turned into "mini motorways" as part of a European-style expressway project. Roundabouts and traffic lights will be removed, while bicycles and slow-moving vehicles such as tractors may be excluded from the new roads to keep traffic moving.

Initially, 18 major routes across England are set to become expressways, with a further seven projects being considered. Highways England, which replaces the Highways Agency from today (1 April), will take on the £11billion project. The new roads will sit between motorways and A-roads and mirror routes in the Czech Republic, Netherlands, Italy and Bulgaria.

**PAGE 98: Mike Rutherford's view**



**Joe Finnerty**

**Shelling out for an independent inspection may be money well spent**

**AE** OWNERS often get in touch with us about dealers and manufacturers who won't accept there's a problem with the car or claim it's been fixed.

Common complaints include dash rattles, slipping clutches or cars pulling to one side. If we'd a pound for every time a reader has been told these are "a characteristic of the car", we'd be very rich indeed.

Our advice, if there's a technical dispute, is to get an independent inspection. It shouldn't be your first port of call and it doesn't mean getting your mate at the local garage to have a look, either.

But if you're sure of your case, then employ a qualified assessor to produce the kind of thorough report that'll carry weight with manufacturers. Visit the Institute of Automotive Engineer Assessors ([iaea-online.org](http://iaea-online.org)) to find someone local.

It's not a cheap option and be prepared to pay up front. Inspections can cost up to £500 depending on how extensive it is, but getting a report that comes down in your favour can be well worth it.

Allan Stoddart (right) wasn't put off by the cost and got Elite Inspections to examine his Lotus Exige. Its 13-page report with accompanying videos gave Lotus no choice but to refund £5,000 and take the car back after Allan's finance company had already settled £25,000.

No doubt, then, that an inspection fee beats being saddled with a £30,000 car that doesn't work properly.

Joe\_Finnerty@dennis.co.uk  
@AE\_Consumer

**"Getting a report that comes down in your favour can be well worth it"**

## ■ **ADVICE** What should you do if it happens to you?

IF you accidentally misfuel your own car, then don't turn on the ignition or start the engine. This will circulate the contaminated fuel and increase the risk of expensive damage. Any damage that is caused won't be covered under warranty, but if it's happened before you owned it, fight for a contribution from the manufacturer.



# Inspection comes up trumps in stand-off

■ Lotus refused Exige rejection – until report was received



**Joe Finnerty**  
REPLICATING a fault or convincing a dealer to accept a car rejection can sometimes be an impossible task.

We often advise getting an independent inspection to break the deadlock and our second case this week highlights that.

Allan Stoddart, from Bathgate, West Lothian was getting nowhere in rejecting his Lotus Exige. He'd bought the car in May 2014, but six months later it began lurching forward when trying to stop.

Lotus engineers took it in and eventually said it was repaired, but Allan still wanted to reject it. He said: "I have not driven it and have no desire to as I've lost faith in it and have been given a fright."

Lotus refused Allan's rejection, so he employed assessor Elite Inspections to prepare a report. The firm found the transmission system was "not fit for purpose" and gear selection couldn't be guaranteed. Elite also provided video evidence.

Lotus studied the findings and agreed to settle the finance and take the car back. A spokesman said: "We are glad that we have reached a beneficial solution for him."

**Inspector found Exige transmission was not fit for purpose, so car was rejected**



**DRIVING DOCTOR Paul Ripley**  
www.drd.uk.com @drpaulripley

■ **WE'VE all seen a rise in the number of incidents involving cyclists on UK roads, particularly in town centres. Cyclists and drivers have a dual responsibility to ensure roads are safe for all.**

**Cyclists can sometimes be their own worst enemy, but so can drivers. Drivers must 'THINK! Cyclist' before making a turn. Look for cyclists in your mirrors, too, before committing to the turn and watch for blind spots when opening car doors.**

**TOP TIP: If cyclists can't see a car's indicators, they can't plan for turns.**

## ■ TRUST IN GARAGES LACKING

UK garages are facing calls to improve after a survey by the RAC found nearly two-thirds of drivers have experienced a bad repair, service or MoT.

Owners told the survey that garages either failed to fix a problem or overcharged them for work. One in 10 said they don't trust local garages at all.

The RAC said its results show customers are not always looking for the cheapest deal and value good service and reliability just as much.



**Inbox** What do you think?

Contact **Chris Ebbs**

mail@autoexpress.co.uk @AutoExpress

**Write to:** Watchdog/Letters, Auto Express, Dennis Publishing, 30 Cleveland Street, London W1T 4JD



**Readers are dubious about VW's reasons for reducing Polo kit list**

## HOT TOPIC Polo's shorter kit list

**FROM: jobyjo** I DON'T like what Volkswagen is saying about shortening the equipment list for the Polo. It sounds like it's trying to manipulate the consumer into buying a more expensive car, even if they only wanted one more option on their 'perfect' model – for example foglights or cruise control. I hope the company doesn't carry it to extremes. And I can see why the three-door is being axed. Anyone spending that amount on a new car wouldn't think twice about opting for a five-door. What you pay extra when buying it, you get back in resale anyway.

**Join the debate at [www.autoexpress.co.uk](http://www.autoexpress.co.uk)**

■ "Isn't the 3dr slow-selling as it's expensive? Air-conditioning isn't even standard in the basic model." **LikelyLad**

■ "Customers will be pushed towards higher-specification cars, meaning bigger profits for VW." **Murgatroyd**

■ "I see a lot of three-door Polos on the road so I'm surprised. Maybe the up! has been snipping away at sales." **Nicko**

## MINI rattles let down otherwise great car

**FROM: P J Brooks** IN Issue 1,359 there was a report of a rattling noise in the MINI Cooper S. I have the same problem and the dealer said it's a characteristic, too. It has finally agreed to report the matter back to MINI's technical team. How many others have this problem? It's a great little car, but for the noises. Come on MINI and BMW, get it sorted.

## Worn road markings a danger to drivers

**FROM: Peter Samwell** I AGREE with Paul Ripley (Issue 1,358) that road markings can be useful for safety. However, authorities are failing to repaint worn markings. It's almost impossible to know where you should be because they're so faded. With so much emphasis on preventing accidents, I'd have expected money to be found for new markings.

## Harsher punishment for drivers on phones

**FROM: Kevin Eagling** DRIVERS caught using their phone should get an instant seven-day ban that's doubled for repeat offences. Offenders may not be deterred by points and a fine, but a few walks home in the rain, missed appointments and lost jobs might hit home – and that might just save a few lives.

## Land Rover 'extras' standard elsewhere

**FROM: Tony Jennings** I HAD to laugh at the Land Rover Discovery Sport's pricing (Issue 1,360). You pay £39,995, then £1,500 extra for the Black Design. This turns the grille, exterior trim and roof black. I bought a new Dacia Sandero Access for £5,995 which came with grille, bumpers and mirrors in black as standard!

## ■ Contacts

THE following provide help with motoring problems. Some services are free, others charge a fee or operate on premium-rate lines (p), while some offer advice for members only (m).

### Legal

AA: 0906 010 1300 (p)  
RAC: 0870 5533 533 (m)  
Which?: 01992 822 800  
Consumer Direct:  
0845 404 0506  
Local Trading Standards  
Local Citizens Advice Bureau

### Used car inspections

AA: 0800 085 3007  
RAC: 0800 085 2529  
**Technical advice**  
AA: 0870 606 1619 (m)  
**Driving licences**  
DVLA: 0300 790 6801

### Car registration/history

HPI: 01722 422422  
AA: 0800 316 3564  
DVLA: 0300 790 6802  
RAC: 0800 975 5867  
**Traffic information**  
AA: 09003 401100 (p)  
RAC: 09003 444999 (p)

### Problems with dealers

**Motor Codes:**  
0800 692 0825  
RMIF: 0845 839 9205 (m)  
Scottish Motor Trade  
Association: 0131 331 5510  
**Problems with makers**  
Motor Codes: 0800 692 0825

### Financial problems

Financial Ombudsman:  
0800 023 4567

### Safety concerns/recalls

Vehicle and Operator  
Services Agency (VOSA):  
0117 954 3300







# INTERNATIONAL RESCUE



## 4G DATA CONNECTION

OnStar is taking advantage of latest high-speed mobile phone tech to make sure drivers are connected

WE GO BEHIND SCENES AT GM'S THUNDERBIRDS-STYLE ONSTAR COMMAND CENTRE IN DETROIT TO SEE HOW OWNERS BENEFIT FROM HI-TECH TELEMATICS SERVICE

## GM ONSTAR: HOW IT WORKS



Simple buttons built into rear view mirror allow owners of GM cars to contact OnStar command centre with different queries. If they're involved in an accident, the tech alerts specially trained advisors automatically – and they in turn get in touch with the emergency services



## ANSWERING CALL

Our man Fowler listens in as OnStar operative Quiana takes a call, then watches on screen as map shows where in US in-car buttons are being pressed





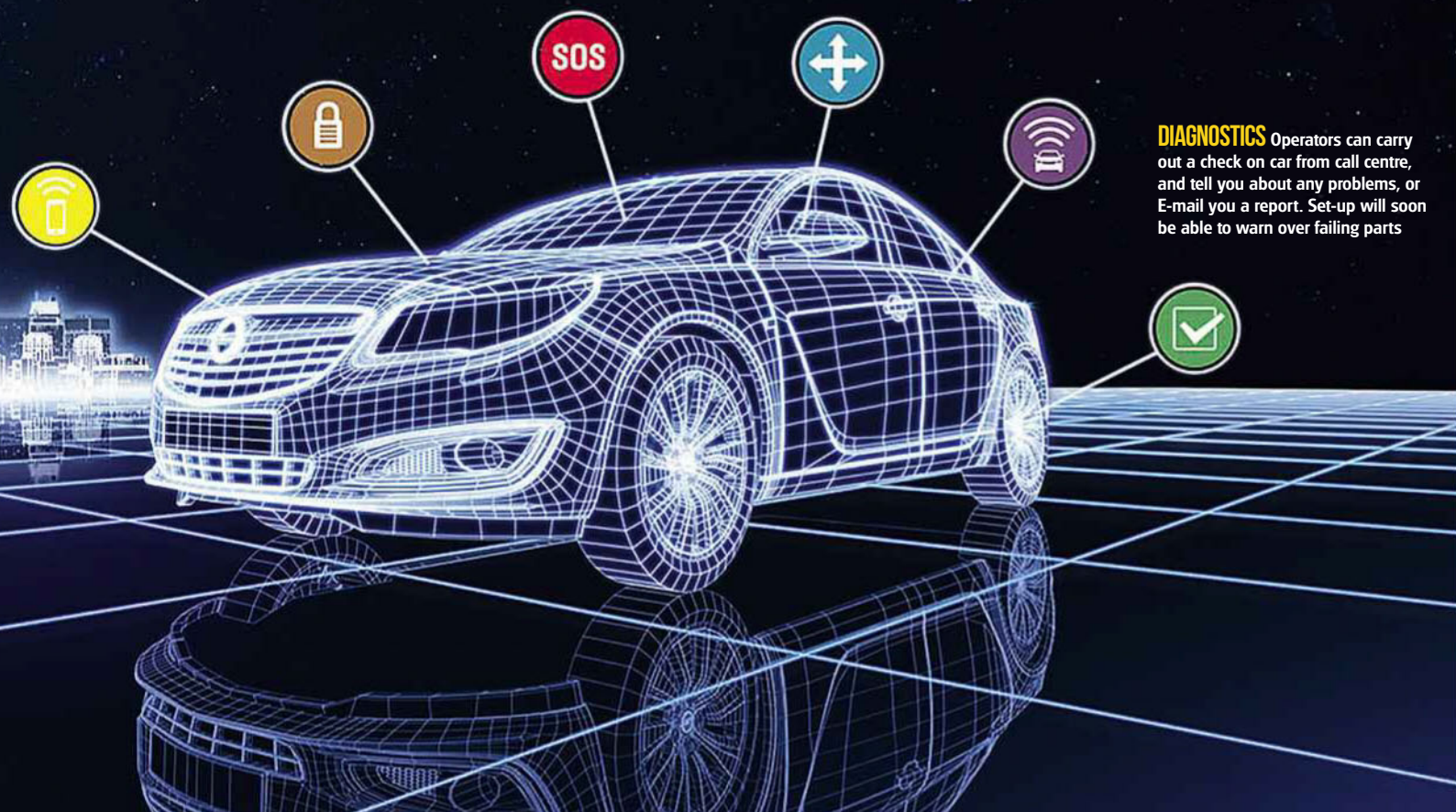


**REMOTE ACCESS** Set up OnStar PIN with the call centre, and you can lock or unlock your car with your phone. Plus, if it's stolen, staff can block the ignition to stop thief in their tracks

**ROADSIDE ASSISTANCE** As the system sends details of the car – as well as any specific problems in the event of an accident – recovery or emergency services can be directed

**DIRECTIONS** Drivers can contact call centre for simple things like turn-by-turn instructions to reach destination. If they're looking for a restaurant, operators can even make a booking

**IN-CAR WIFI** Mobile data connection creates a WiFi network in the OnStar-equipped car, allowing up to seven devices to get online – perfect for keeping families quiet on long trips



**DIAGNOSTICS** Operators can carry out a check on car from call centre, and tell you about any problems, or E-mail you a report. Set-up will soon be able to warn over failing parts



**Steve Fowler**

Steve\_Fowler@dennis.co.uk  
@stevefowler

**AE** LUTON. It's not the sort of place you might find a NASA-style connectivity command centre hidden behind closed doors, but it is where General Motors has chosen to base the HQ for its hi-tech European OnStar programme.

To get a taste of what's to come in Luton, Auto Express was given exclusive access to the OnStar command centre at General Motors' US base in Detroit – a city with some similarities to Luton. Both were once hotbeds of car manufacturing and have fallen on relatively hard times. Yet both are on the road to recovery – Luton with all hands to the pumps making as many Vivaro vans as possible, while Detroit is the subject of a multi-billion-dollar rejuvenation, led by a car industry bouncing back from the depths of despair.

OnStar launched in 1996 in the US, providing touch-of-a-button telematics operated by a call centre – everything from turn-by-turn navigation downloaded to your car to emergency call-outs in the event of an accident. There are now over seven million subscribers worldwide who benefit from other services including vehicle diagnostics that can be read to you (or E-mailed as a monthly car healthcheck), remote access to help you find or lock and unlock your car and traditional

roadside assistance. If a thief decides to take your OnStar-equipped car, advisors can put an ignition block on it when it comes to a halt. And in OnStar's latest guise, there's a 4G data connection and in-car WiFi for up to seven devices. A large, roof-mounted aerial ensures the best possible connection, too.

The Command Centre in Detroit is more like Houston: big screens are monitored 24/7 with dots relaying the number of people US-wide who've pressed their blue OnStar button for assistance, their red SOS button for emergency help or, more worryingly, the automatically triggered systems if the car's involved in an accident and an airbag gets deployed.

During our morning visit, the dots on the screen were spreading rapidly westwards as the country started to wake up. And just a few hours after sunrise on the east coast, the stats board showed that there had already been 37 automatic emergency OnStar calls due to accidents.

In such cases, OnStar operators make contact with the car via the telephone connection to ascertain who's aboard and what help they need. Sensors in the car will already have sent through details

of where the car is and the nature and severity of the impact. All that data is sent to the emergency services, while the OnStar operator stays on the line to help in any way they can, even providing first aid advice, until they hear that a first response service has arrived.

A short ride outside Detroit in Warren, Michigan – using an OnStar-sourced route to guide us to our destination – Auto Express met up with some of the operators who spend their working hours manning the OnStar phones. One was Bryan Anta, who'd been awarded for his services to OnStar users, or what the staff constantly refer to as the 'OnStar family'.

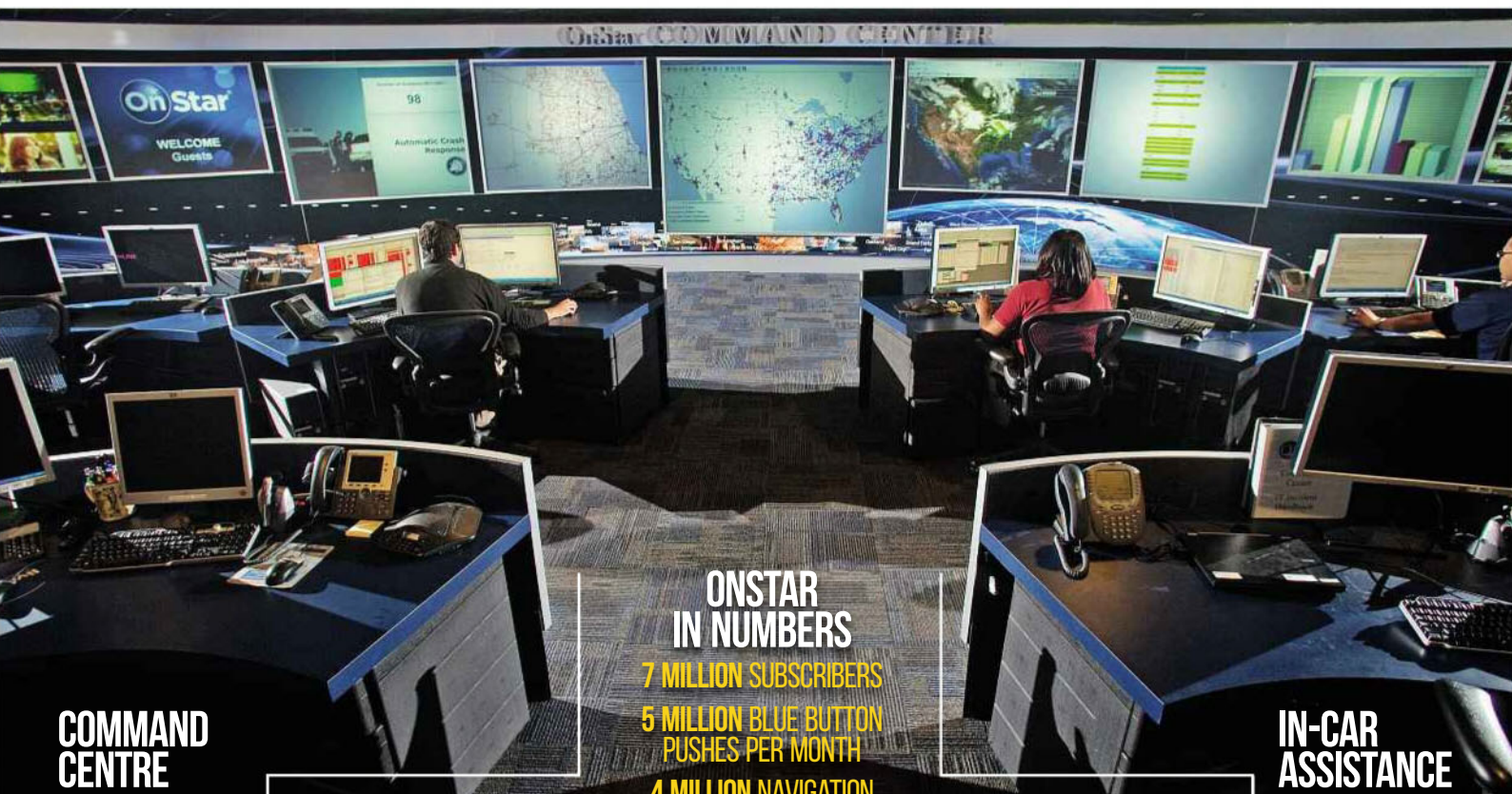
"I had one call where a lady couldn't speak due to an asthma attack and she'd hit the emergency

button," says Anta. "She had her cellphone and her mother had told her to call OnStar, but because she couldn't talk, she had to hold the phone up so I could talk to her mother who explained her daughter was having an asthma attack. Then I had to communicate with the driver via her honking her horn: one for yes and two for no."

Next it was a chance to sit alongside Quiana Moore-Glen, an advisor on the

**"BIG SCREENS RELAY THE NUMBER OF PEOPLE US-WIDE WHO'VE PRESSED THEIR BLUE IN-CAR ONSTAR BUTTON FOR ASSISTANCE"**





## COMMAND CENTRE



When hooked up to live calls, Steve is amazed at the sheer variety of questions GM owners ask

blue button services who can take calls ranging from direction advice, which she downloads to the user's navigation system, to reservation services, questions about how to use the system and also a healthcheck on the user's car. The blue button is also used by customers wanting to complain, and Quiana can quickly route a call through to more specially trained advisors who aim to solve any problems.

The first call was from a lady in Omaha, Nebraska, who wanted directions to a restaurant called Ingredient. Quiana even offered to make a reservation, but the offer was politely declined.

Then it was a GMC Envoy driver looking for directions to parking in Sanford, North Carolina. When the owner hit the wrong button and ended the call, Quiana quickly called back to get them back on track.

Next was a Chevy Equinox owner who wanted to buy some more minutes for the in-car calling option available in the US. And finally it was a lady in her Buick Enclave asking for directions to Leesville, Louisiana – before moments later announcing that everything was okay, because she'd just realised she was in Leesville. Such is the variety of call, all dealt with in good humour by Quiana.

Sharron Swanson-Ballard's job is to connect with new customers who are just taking delivery of their new OnStar-equipped cars, and when we were listening in she connected with a guy who

## ONSTAR IN NUMBERS

7 MILLION SUBSCRIBERS

5 MILLION BLUE BUTTON PUSHES PER MONTH

4 MILLION NAVIGATION REQUESTS PER MONTH

100,000 EMERGENCY RESPONSES PER MONTH

139,000 DOOR UNLOCK REQUESTS PER MONTH

5,000 CRASHES THAT AUTOMATICALLY ALERT ONSTAR PER MONTH

2 ONSTAR CALLS PER SECOND

5 SECONDS – AVERAGE CALL PICK-UP TIME

300 CALLS PER DAY TAKEN BY SOME ADVISORS

was collecting his brand new Chevrolet Traverse in Broomfield, Colorado. After congratulating him on his purchase, she ran through all 20 OnStar features, set up a PIN number on his account and talked him through the OnStar Remote Link app for his smartphone, that would enable him to remotely lock, unlock and start his car, as well as having access to other OnStar services.

Voice-activated commands were also explained before Sharron took credit card details to pay for air time and to hold on file for future subscription purchases – in the US, the full OnStar suite of services costs around \$35 a month, or approximately £23.50.

Staff at the European OnStar centre in Luton will fill similar roles to their US counterparts with one added complication – they'll have to converse in a wide range of languages. And for UK Vauxhall buyers, OnStar will be free for the first 12 months of ownership, with subscription rates thereafter yet to be

## IN-CAR ASSISTANCE



Once behind the wheel, nav routes are transmitted via 4G, enabling us to follow the directions in-car

set. Costs for a 4G data package to enable the in-car WiFi should be broadly similar to mobile phone costs.

With privacy being a big issue in Europe, all OnStar-equipped cars on this side of the Atlantic will have a privacy button, to switch off location services. Any navigation services will be disabled, although the emergency contact system will still work.

OnStar will also eventually be able to offer you deals as you approach retailers the system knows you use – so if you've asked for directions to a coffee shop, for example, you may be asked if you'd like a coupon for a free coffee. And while it can be used to give you a reading on your car's diagnostics, it'll soon be able to offer what GM calls 'prognostics' – warning you if a part is likely to fail and even booking the car in to your nearest dealer.

Having launched in the US, Mexico and China, the same OnStar team is moving on to the challenge of this summer's roll-out in Europe. And while many rivals have super-advanced connectivity in their cars, too, it's the human touch the OnStar advisors provide that makes this system different – and, in our experience being guided around Detroit, enjoyable to use.

**“STAFF AT THE EUROPEAN ONSTAR CENTRE IN LUTON WILL FILL SIMILAR ROLES TO THEIR US COUNTERPARTS, BUT THEY'LL HAVE TO CONVERSE IN A WIDE RANGE OF LANGUAGES”**



# **EVERYONE LOVES THAT FAST CAR SMELL.**



**NOW ANYTIME CAN BE GO-TIME.**

K&N® high-flow air filters are designed to increase horsepower with up to 50% more airflow. And with five-minute installation, better performance doesn't get much easier. Order yours online today.

[KNFILTERS.COM](http://KNFILTERS.COM)®



**SUPERIOR AIRFLOW. SUPERIOR PERFORMANCE.™**





# Audi TT Roadster

**FIRST UK DRIVE** Cool new drop-top has already impressed, but does it make as much sense on British roads? We find out



**James Batchelor**

[James\\_Batchelor@dennis.co.uk](mailto:James_Batchelor@dennis.co.uk)  
@JRRBatchelor

**AE** WHILE the new Audi TT Coupé is more of a driver's car than its predecessor, style remains its main appeal. But if it's posing points you're after, then the drop-top Roadster scores even higher than the Coupé – and this is our first taste of the newcomer in the UK.

It's lighter, smaller, quieter, more efficient and more powerful than the car it replaces, plus it's been made a proper two-seater thanks to the Coupé's snug rear seats being thrown out. There's a 280-litre boot (25 litres less than in the Coupé), while a new bootlid and a pair of smart-looking rollover hoops complete the visual changes.

Pull a switch, and the new, lighter roof folds away into a tray neatly behind the two seats, so as not to encroach

on boot space. If the weather does turn, the top can be shut in just 10 seconds at speeds of up to 31mph.

That three-layer fabric roof means that the cabin is hushed on the move, with only the wing mirrors and 19-inch alloy wheels on our car generating any noticeable interference through the air. Audi also has the bases covered with the roof down, as it's fitted a microphone into the driver's seatbelt to ensure that they are heard when connected to their phone via Bluetooth.

The TT's interior is beautifully made, and the futuristic 12.3-inch Virtual Cockpit screen – which can be operated almost entirely through the steering

wheel-mounted buttons – makes all other dashboards appear dated.

But it's with the roof down where the Roadster looks its best. The first-generation TT was designed from the outset to be a drop-top – which is why the design worked so well – and this new model carries on that trend.

Every crisply creased panel is new, as are neat touches like the third brake light hidden under the boot lip. Classic design cues remain, though, such as the TT logo embossed in the fuel filler cap.

The Audi can be ordered with a choice of petrol and diesel engines, manual and six-speed S tronic transmissions and Sport and S line trims – and there's



Minimalist dash looks smart, and is dominated by Virtual Cockpit



**“TT is lighter, smaller, quieter, more efficient and more powerful than the car it replaces”**



**36 FABIA ESTATE IN UK**  
Roomy Skoda loader has already impressed. Is it as good on UK roads?

**38 GREEN GOLF SV**  
Practical VW gets the BlueMotion treatment, and result is 76.3mpg.

**40 CATERHAM 270S**  
Behind wheel of latest Seven-based sports car, with 135bhp Ford power.

**42 INSIGNIA DIESEL**  
Vauxhall fits refined, efficient new 'whisper diesel' into family car.



Latest TT looks even better with the top down, and our S line gets LED headlights

## Essentials

### Audi TT Roadster 2.0 TFSI S line

<b>Price:</b>	£34,595
<b>Engine:</b>	2.0-litre, 4cyl turbo
<b>Power/torque:</b>	227bhp/370Nm
<b>Transmission:</b>	Six-speed manual, front-wheel drive
<b>0-62mph:</b>	6.2 seconds
<b>Top speed:</b>	155mph
<b>Economy:</b>	47.1mpg
<b>CO<sub>2</sub>:</b>	140g/km

**ON SALE Now**



**ROOF** Electronically deployed wind deflector keeps things calm inside with the top down. And the three-layer roof takes 10 seconds to fold away, and can be operated at speeds of up to 31mph



**INTERIOR** Cabin is identical to the Coupé's, right down to the bulls-eye vents with built-in controls for air-conditioning, climate control and the direction of airflow

**NEED TO KNOW...**  
"Even with our climate, the UK buys more TT Roadsters than any other country in Europe. The same goes for the Coupé"



Newcomer is just as stylish with hood in place, while Drive Select allows balance of ride and handling to be adjusted. It's not as much fun as a Boxster, but it's still agile. Manual gearbox shifts crisply, too

**Performance**  
0-62mph/top speed  
6.2 seconds/155mph



**Running costs**  
47.1mpg (official)  
£56 fill-up



also a 306bhp TTS Roadster coming this summer. We got behind the wheel of the 2.0-litre TFSI petrol with 227bhp, front-wheel drive and a six-speed manual box in the predicted best-selling S line trim.

While the Roadster weighs 90kg more than the Coupé, it's still impressively light. Thanks to the VW Group's part-steel, part-aluminium MQB platform, our car tips the scales at just under 1,400kg. Despite this extra weight, there's very little difference in how the Roadster handles. String together a few country bends, and you'll be having fun thanks to the agile chassis and satisfying manual box.

Just don't expect Porsche levels of feedback through the wheel. Although the steering rack weights up nicely, it's harder to place precisely in corners than a Boxster. All Roadsters come as standard with Audi's Drive Select system, which lets you change the car's characteristics,

from fuel-sipping Economy mode to Dynamic, which sharpens things up.

The 2.0-litre four-cylinder petrol engine is an impressive performer, too. Its 227bhp output isn't groundbreaking in this day and age, but it translates into a sharp turn of pace. Plus, with economy of over 47mpg, it won't break the bank to own. The options list, however, will soon empty your wallet.

S line cars come with fantastic LED headlights, 19-inch rims, front sports seats with four-way electric lumbar adjustment and leather and Alcantara upholstery as standard, but our test car still cost £54,000. We'd tick the box for Mercedes SLK-style air vents in the headrests and an electric wind deflector (£1,695), but not much else. Do this, and it's everything a sports car should be – great looking, sharp to drive and guaranteed to put a smile on your face.



## Auto Express Verdict

FOR some coupés, losing the roof compromises not only the looks, but also the driving experience. That's not the case here, as the TT Roadster is fun to drive, has a beautiful interior, is great to look at and boasts a sophisticated roof design. Porsche's Boxster still has the edge for pure driving ability, but if usability and style are higher on your priority list, the Roadster makes more sense.





### Essentials

#### SEAT Leon X-Perience SE Technology

<b>Price:</b>	£26,370
<b>Engine:</b>	2.0-litre 4cyl turbodiesel
<b>Power:</b>	148bhp
<b>Transmission:</b>	Six-speed manual, all-wheel drive
<b>0-62mph:</b>	8.7 seconds
<b>Top speed:</b>	129mph
<b>Economy:</b>	57.6mpg
<b>CO<sub>2</sub>:</b>	129g/km

**ON SALE Now**



**James Batchelor**

james\_batchelor@dennis.co.uk  
@JRBatchelor

**AE** SEAT is on a roll. Leon sales jumped by 50 per cent to 53,500 in the UK last year, mainly thanks to the hot Cupra models and a practical ST estate joining the ranks. The future looks secure, too, as the brand is finally preparing to enter the SUV market, with three models due in the next few years. But before they arrive, the new Leon X-Perience is here.

The plan is to convince us that along with its sharply styled mainstream cars and racy, Cupra-badged models, SEAT can also do rugged. So, using the Leon ST as a starting point, the X-Perience pumps up the ride height by 30mm, adds lots of plastic cladding and comes in a colour palette including rural greens and browns. It also debuts SEAT's new four-wheel-drive system, called '4Drive'.

From the outside, it bears a striking resemblance to the Skoda Octavia Scout, but with much sharper creases. Underneath, though, the cars are near-identical – using the same VW Group MQB platform, gearboxes and engines. There's the choice of two 2.0-litre diesels, with 148bhp or 181bhp, and a six-speed manual or DSG auto box.

The X-Perience also shares the Scout's Haldex clutch system. Most of the time, the car runs in two-wheel-drive mode, but if it's packed with heavy luggage or it detects a slippery surface, the 4Drive set-up will push 50 per cent of the power to the rear axle. The traction control then works out which wheel needs power to boost grip, before seamlessly sending it there.

We got behind the wheel of the predicted best-seller – the mid-range SE Technology version, powered by the 148bhp 2.0-litre TDI with a six-speed manual box. The four-cylinder engine is flexible and punchy, but unfortunately rather noisy, too. Despite this, it'll still return 57.6mpg and emit 129g/km of CO<sub>2</sub> – making for a reasonable Benefit in Kind rating of 23 per cent from this year onwards.

This SE Technology model comes in at £26,370 and boasts full-LED lights, sat-nav, 18-inch alloys and front sports



**PRACTICALITY** Like the Leon ST it's based on, the X-Perience is spacious in the back with generous leg and headroom. Rear bench splits 60:40



**EQUIPMENT** Upgrade to new infotainment system at £930, and you get a larger, 6.5-inch touchscreen featuring unique off-road displays



Otis Clay

**Classy, well built interior is carried over from hatch; six-speed manual box shifts crisply**



**NEED TO KNOW...**  
"By 2020, SEAT will have three SUVs in its range – they'll be Nissan Juke, Qashqai and X-Trail rivals, with the latter arriving last"

# SEAT L

**FIRST DRIVE** Rugged





# Leon X-Perience

estate previews new SUV line-up, and is worthy a addition to range

**Body roll is an issue due to ride height, but 18-inch alloys don't affect comfort**



seats trimmed in Alcantara and imitation leather. SEAT's Drive Profile – which alters the driving characteristics – features, too. Plus, cars equipped with the DSG box get Dynamic Chassis control for adjusting damper settings.

SEAT has also used the X-Perience's arrival to debut new tech, like adaptive

**"Boot space expands to 687 litres when floor is lowered and 1,470 litres with rear seats folded"**

cruise control and a 6.5-inch touchscreen, plus a panoramic sunroof.

Most of the time, the X-Perience feels just like the Leon ST to drive – albeit with a higher seating position. Press on around a corner, and the extra ride height means added body roll, but in the majority of circumstances, it also makes for a more cushioned ride.

Roof rails come as standard, and the boot space is a roomy 587 litres. This can be expanded to 687 litres when the load floor is lowered and 1,470 with the rear seats folded away.

With prices kicking off at £24,385, the X-Perience is an expensive addition to the Leon range, but it still undercuts the Scout by over £1,000. You really do have to value the added ride height and four-wheel drive to buy one, as a similar spec Leon ST costs around £3,000 less.



**Auto  
EXPRESS**

## Verdict

AS a means of nudging the SEAT brand upmarket and preparing customers for a future three-strong SUV range, the X-Perience is a success. Its rugged, raised and four-wheel-drive formula is nothing new, but for expanding families who demand modest off-road abilities, it fits the bill perfectly. Just make sure you need these extras, as the regular Leon ST's price costs a fair bit less.







**NEED TO KNOW...**  
 "Fabia Estate is available in S, SE and SE-L spec for now, with a sporty Monte Carlo version joining the range in June"

# Skoda Fabia Estate

**Practicality**  
 Boot (seats up/down)  
 530/1,395 litres



**FIRST UK DRIVE** Estate proves practicality doesn't have to come at the expense of fun



**Lawrence Allan**  
 Lawrence.Allan@dennis.co.uk  
 @LobAllan

**AE** SUPERMINI wagons like the new Skoda Fabia Estate aren't too common a sight these days, which means the third-generation car is almost flying solo in its class.

The Fabia Estate has been around for 15 years, but this new model – driven here in the UK for the first time – is the most grown-up it's ever been. From the B-pillar forwards, it's the spitting image of the latest Fabia hatch, but in profile, it has the look of a shrunken Octavia.

A massive, 530-litre boot proves its new-found maturity. That's 25 litres more than in the old car, and significantly larger than a Ford Focus Estate's. When the rear seats are folded down, you're greeted by a useful, 1,395-litre load space.

The longer wheelbase – thanks to the adoption of the VW Group's MQB platform – also makes for generous leg and headroom throughout. It's impressive how Skoda can package all that into a relatively small footprint. Our test car also came with neat little touches, like a £65 Simply Clever package, which adds useful stowage compartments around the cabin, and a handy bike carrier in the boot for £180.

The interior won't knock you senseless with design flair or plush materials, but it's solid, smart and is more logically

laid out than rivals' cabins, such as the SEAT Ibiza ST's. Look closely, and you'll spot where Skoda has cut costs over its VW Polo sister car, though, with some cheaper materials dotted around.

With a sizeable load bay over the rear axle, you could expect a loss in dynamic ability compared to the hatch. However, in everyday driving, you'll quickly forget you're in the larger Estate model, and it's only in hard cornering that you can feel a little extra body roll and weight transfer.

The ride is still composed and smooth over the worst surface imperfections, while steering is light yet accurate and visibility is good. There's no noticeable penalty in terms of wind noise, either, with the only noise we encountered coming from under the bonnet.

The incredibly economical 89bhp three-cylinder 1.4-litre TDI diesel can usher the Fabia along at a decent pace, proving punchier than the figures suggest and managing over 60mpg in real-world driving situations. However, it isn't the most refined engine on offer, and at idle, especially when cold, there's an unwelcome, rattly diesel din. Still, it settles down once up to speed.

It's also a pity that Skoda is pushing the Fabia away from true affordability. The range starts at a reasonable £12,460, but this top-spec SE-L costs from £17,385 – and with a few options added, our test model weighed in at £18,780.



Despite extra bodywork, Estate proves every bit as agile in corners as hatch



Simple cabin is full of equipment, but some poor-quality materials let it down

**"Fabia Estate's been around for 15 years, but this new model is definitely the most grown-up it has ever been"**



**Essentials****Skoda Fabia Estate SE-L 1.4 TDI 90PS**

<b>Price:</b>	£17,385
<b>Engine:</b>	1.4-litre 3cyl turbodiesel
<b>Power:</b>	89bhp
<b>Transmission:</b>	Five-speed manual, front-wheel drive
<b>0-62mph:</b>	11.4 seconds
<b>Top speed:</b>	114mph
<b>Economy/CO<sub>2</sub>:</b>	83.1mpg/89g/km

**ON SALE Now**

**EQUIPMENT** SE-L spec gets plenty of standard kit, including DAB radio and MirrorLink infotainment system, plus keyless go and climate control



**PRACTICALITY** Fabia Estate has an extra 200 litres of boot space over hatch with rear seats in place, at 530 litres. Fold them, and area is vast



**PERSONALISATION** Skoda's Colour Concept allows buyers to contrast colour of roof rails, wing mirrors and alloys against the car

**Verdict**

UNSURPRISINGLY, the Fabia Estate is an even more capable all-rounder than the hatch. The extra space brings no real compromise in terms of driving experience, while a high-quality interior, generous kit list and low running costs are further bonuses. We'd steer clear of the pricey 1.4 TDI engine unless you do big miles, as there's better value to be found lower down the range.



# Renault ZOE

**FIRST DRIVE** EV can now be bought outright, but battery issues remain



**Futuristic cabin is comfortable, with decent room for driver and passenger**



**Lawrence Allan**  
lawrence\_allan@dennis.co.uk  
@LobAllan

**RENAULT'S** ZOE is one of our favourite EVs, but ability doesn't always translate into sales success. To address sluggish sales, the brand is now offering the chance to buy one of its mildly updated models outright from £17,793 after the £5,000 Government grant – £2,500 cheaper than a Nissan Leaf.

We'd still point private buyers towards the improved battery leasing deals, though; these now cost £13,995 up front and from £25 to £84 a month, depending on mileage. Renault has also addressed criticism that the bright dash reflects on the windscreen, by trimming it in a darker material.

Mechanically, the lightly refreshed ZOE is unchanged, with an 87bhp electric motor sending 220Nm of torque to the front wheels. That means instant yet silent acceleration, making it fun around town. However, the car feels out of its

**NEED TO KNOW...**  
"Dash is now in darker materials to stop reflection on screen, but we'll have to wait a few months before ZOE with better range arrives"

depth on motorways, especially if kept in Eco mode, which limits it to 60mph.

In corners, the weight of the batteries makes the car feel less agile than the equivalent Clio. Body control and grip are reasonable, but feedback is lacking and the suspension, although generally composed, has a habit of thumping into surface imperfections.

Our biggest concern, however, is still battery life and charging. Real-world range is around 100 miles (although the official figure is 130), but that plummets even further out of town. We also tested the ZOE in cold temperatures and found the range to be less than 70 miles.

Although buyers get a free home charging box (capable of fully restoring the ZOE's batteries in three hours), a three-pin lead (a £495 option), can take anything up to 15 hours to completely replenish the batteries.

**"Renault is offering the chance to buy the ZOE outright from £17,793 after the £5,000 Government grant"**

**Essentials****Renault ZOE Dynamique Zen**

<b>Price:</b>	£20,043
<b>Engine:</b>	Single electric motor
<b>Power/torque:</b>	87bhp/220Nm
<b>Transmission:</b>	Single-speed, front-wheel drive
<b>0-62mph:</b>	11.6 seconds
<b>Top speed:</b>	84mph
<b>Range:</b>	130 miles
<b>CO<sub>2</sub>:</b>	0g/km

**ON SALE Now**

**PRACTICALITY** The interior is light and airy, with good all-round visibility. Plus, there's decent space for two adults in the rear, although fitting in three is a bit of a squeeze



**EQUIPMENT** Standard R-Link touchscreen infotainment and navigation system is packed with features, yet is fiddly to operate

**Verdict**

THE ZOE is one of the best-value EVs around, but range anxiety is an issue, as is the limited charging infrastructure. Happily, at March's Geneva Motor Show an updated version debuted with a more efficient motor and batteries – this will add 19 miles of range and cut charging time by 10 per cent.







**NEED TO KNOW...**  
"Unsurprisingly given its shape, SV doesn't claim to be as efficient as latest Golf BlueMotion, which promises 88.3mpg and 86g/km"

# Volkswagen Golf SV BlueMotion

**FIRST DRIVE** Range of green tweaks gives practical Golf promise of 76.3mpg economy



**Jonathan Burn**  
Jonathan\_Burn@dennis.co.uk  
@Jonathan\_burn

**AE** EVERY gram of CO<sub>2</sub> counts these days, especially if you're a company car buyer, which is why the BlueMotion forms an integral part of the Golf SV range. It's the only model in the line-up to emit less than 100g/km, so it's exempt from road tax, but is it any good?

Like every other SV, it's 80mm longer, 80mm wider and 120mm taller than the standard Golf hatchback on which it's based, and bigger still than the old Golf Plus it replaces.

Where this model differs is with the fuel-sipping tech that's been added. A

blanked-off radiator grille improves aerodynamic efficiency, while smaller 15-inch alloys are wrapped in low-drag tyres. The changes clearly work, cutting CO<sub>2</sub> by 6g/km and boosting efficiency by 3.9mpg, to 95g/km and 76.3mpg, but they don't do much for the SV's visual appeal. Even in sporty GT trim, the car lacks that sparkle you get from a Citroen C4 Picasso and the 15-inch alloys make it look bloated from certain angles.

The 1.6-litre four-cylinder TDI diesel engine develops 108bhp and 250Nm of torque, while the BlueMotion comes with a longer-geared six-speed manual box to boost efficiency. It's smooth and surprisingly muted, if a little sluggish

**"Blanked-off grille improves aero efficiency, while alloys are wrapped in low-drag tyres"**



**Stripe on grille sets eco SV apart; cabin has quality feel**



Pete Gibson

and hesitant to deliver its power. From behind the wheel it doesn't feel any larger than a standard Golf hatchback, and you can barely detect the added height, as it stays relatively flat and stable through quicker corners.

Disappointingly, however, this SV doesn't really deliver on its promise. We managed just over 50mpg in a day's driving on a variety of roads – and any other diesel SV is capable of that, so don't be fooled by the BlueMotion's

**Small wheels make SV look bloated, but you don't notice height on road**

headline stats. Inside, it's familiar VW fare, with soft-touch materials on contact points and robust plastics in harder-to-reach places, but the cabin reflects the lack of excitement outside. It's coated in swathes of grey, from the cloth seats to the dash materials, while there are countless blanked-off buttons on the centre console.

And it's not as if it's cheap. At £22,915, the BlueMotion is £1,065 more than the entry-level S it's based on – a premium that buys negligible efficiency improvements and awkward exterior styling.



**Essentials****Volkswagen  
Golf SV BlueMotion**

<b>Price:</b>	£22,915
<b>Engine:</b>	1.6 4cyl turbodiesel
<b>Power:</b>	108bhp
<b>Transmission:</b>	Six-speed manual, front-wheel drive
<b>0-62mph:</b>	11.3 seconds
<b>Top speed:</b>	119mph
<b>Economy:</b>	76.3mpg
<b>CO<sub>2</sub>:</b>	95g/km

**ON SALE Now**

**EQUIPMENT** As on all Golf SVs, neat touches include twin cup-holders in armrest. BlueMotion is based on S spec, so it gets battery regeneration, Bluetooth and multifunction computer



**PRACTICALITY** If 500-litre boot isn't big enough, rear seats fold to create a 1,520-litre capacity. Or leave them in place, slide them forwards and free up an extra 90 litres of space

**Auto Express Verdict**

UNLESS CO<sub>2</sub> tax bands dictate what you drive, we'd advise you to steer clear of the Golf SV BlueMotion. For the same price, you can get an SE-spec model with the same 1.6-litre diesel, a stack of extra equipment as standard and – in the real world – economy figures to match. But if company car tax applies to you, this Golf SV is a practical and sensible MPV for growing families.

**BMW M135i****FIRST DRIVE** Can revamp give hatchback its class-leading bite back?

**Top-class cabin is blasted with a thrilling exhaust note at high revs**



**Jonathan Burn**  
jonathan\_burn@dennis.co.uk  
@jonathan\_burn

**THE** BMW M135i has been the go-to option for buyers who value driver involvement and excitement since it was launched in 2012. This updated version has received minor mechanical tweaks and an overdue exterior makeover, but is it enough to keep the likes of the VW Golf R and Audi S3 at bay?

Against such rivals, the BMW is able to play a number of trump cards. Firstly, its more direct, rear-wheel-drive chassis means it keeps its USP in the hot hatch arena, and while the Audi and VW both use 2.0-litre four-cylinder engines, the M135i comes with a sonorous 3.0-litre turbo six-cylinder with 322bhp – that's 6bhp more than before, although you wouldn't know it.

Pile on the revs, and it spins progressively all the way to 7,000rpm, with ever-increasing shove towards the

**NEED TO KNOW...**  
"The next 1 Series will be front-wheel drive, meaning the hot M135i could be offered with BMW's xDrive system only"

top end. The maximum torque of 450Nm is available from only 1,300rpm, so a boot of throttle at crawling pace will see you pick up speed with minimal fuss.

Plus, it sounds fantastic. There is some exhaust trickery going on, with noise pumped into the cabin via the speakers, but it's very well executed.

As standard, BMW will fit three pedals and a six-speed manual gearbox, and we see very little reason to change that set-up. The auto version may be two-tenths quicker from 0-62mph, taking 4.9 seconds, but there's a far greater sense of connection with the gearlever in your hand, although the steering is a little lacking in feedback.

The M135i is well balanced and hits a sweet spot with its power, adjustability and balance, enabling you to use all it can offer. The Golf R and S3 can carry more people, but neither can match the BMW's addictive personality.

**"A boot of throttle at crawling pace will see the M135i pick up speed with minimal fuss"**

**Essentials****BMW M135i**

<b>Price:</b>	£31,725
<b>Engine:</b>	3.0-litre 6cyl turbo
<b>Power:</b>	322bhp
<b>Transmission:</b>	Six-speed manual, rear-wheel drive
<b>0-62mph:</b>	5.1 seconds
<b>Top speed:</b>	155mph
<b>Economy:</b>	35.3mpg
<b>CO<sub>2</sub>:</b>	188g/km

**ON SALE Now**

**PRACTICALITY** There's only room for two in the M135i's rear, while the VW Golf R and Audi S3 can seat three



**DESIGN** Slimmer headlamps and tail-lights, as well as reshaped bumpers, give the latest car a far sleeker appearance than before



**EQUIPMENT** M-Performance trim includes sports seats and steering wheel, along with unique alloy wheels and larger brakes

**Verdict**

CONSIDERING the performance, usability and engagement on offer, you get a lot of car for your money with the M135i. The drivetrain and rear-drive chassis combination makes it unique in its sector and one of the best cars to drive. But with newer rivals on sale, it's no longer the class leader it once was.





**NEED TO KNOW...**  
 "If you like the idea of building the Caterham 270 yourself, the company will sell you all the parts required for £19,995"



Steering is precise, and optional S pack suspension gives slightly more refined ride

# Caterham 270S

**Performance**  
 0-62mph/top speed  
 5.0 seconds/122mph



**Running costs**  
 38mpg (est)  
 £35 fill-up



**FIRST DRIVE** Mid-range sports car offers pure driving pleasure with touch of refinement

**Sean Carson**  
 Sean\_Carson@dennis.co.uk  
 @Carson\_oncars

**AE** BACK in the fifties, Lotus created the Seven sports car. Around 15 years later it sold the design to Caterham, and today the company is still going strong building the classic British two-seater. Stronger than ever, in fact, because for 2015 Caterham has revamped the Seven line-up to fit in with the current range bookends: the entry-level Seven 160 and blisteringly quick top-spec Seven 620R.

This is the 270, the next step up from the 160, and we've tested it with Caterham's street-biased S pack. Although it's a bit more usable on the road, the focus is still on the driving – and the 270 really delivers here.

It gets a 1.6-litre four-cylinder non-turbo engine from Ford that produces 135bhp. That might not sound like a lot, but in this featherweight 540kg Seven it gives superb performance. There's no traction control, so be careful off the line, but get the start right and it'll rocket from 0-60mph in exactly five seconds. Blocky aerodynamics and short gearing mean a top speed of 122mph.

With 164Nm of torque on tap relative to the Caterham's low weight, it means you don't have to always rev the engine out to experience the Seven's

speed. It'll rocket forward if you stab the accelerator, with a bassy exhaust note.

Our car was fitted with the £1,495 optional six-speed gearbox (a five-speed unit is standard) that was delightfully precise – just like the steering – and the short throw allows fast, snappy changes to keep the engine on the boil.

On the subject of steering, the Seven does without power assistance, so there's a delicious amount of information relayed back to the tiny steering wheel. Our test car's optional S pack added a softer suspension set-up that, for a low-slung sports car, is well judged for the road, but less sophisticated rear suspension means passengers still get chucked around.

Still, this is all part of the charm of driving a Caterham, and so is the cabin. The layout isn't what you'd call practical, even in this widebody SV model. However, the new range gets revised dials and a new gearlever with S badging. Other luxuries include a heater and a heated windscreen, but beyond this there aren't many toys to play with.

With the roof off and side screens in place, buffeting isn't too bad, while there's also either a full roof or optional half roof for extra weather protection, if needed. This is stored in the boot, which is big enough for two overnight bags.



Two-seater is open to all weathers, unless you add side screens. But there's a bit of storage space behind the front seats, and boot can fit two small bags



**"There's a delicious amount of information relayed back to the tiny steering wheel"**



## Essentials

### Caterham 270S

**Price:** £25,495

**Engine:** 1.6-litre 4cyl petrol

**Power:** 135bhp

**Transmission:** Six-speed manual, rear-wheel drive

**0-62mph:** 5.0 seconds

**Top speed:** 122mph

**Economy:** 38mpg (est)

**CO<sub>2</sub>:** 160g/km (est)

**ON SALE Now**



**EQUIPMENT** Optional half roof provides protection from elements, while heater, heated windscreen and 12V charging socket are the only creature comforts you'll find inside



**PERFORMANCE** Dials add to the basic charm, and while 1.6-litre four-cylinder engine only produces 135bhp, in lightweight Seven it serves up thrilling performance and sound



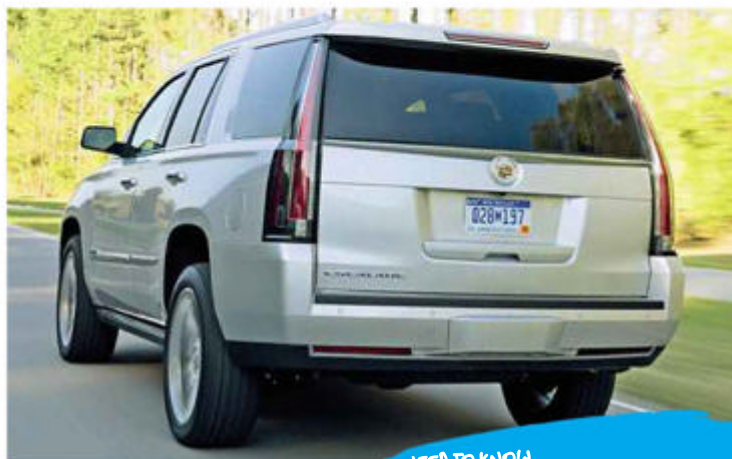
## Verdict

IT might not be the most sensible choice around, but Caterham's new Seven 270S is as pure as sports cars get. You can also forget about practicality, yet if you're looking for something that's great to drive, this latest version of the classic design delivers rapid pace and agile handling at a decent price. And if you like the full hands-on experience, Caterham will even sell you a model that you can build yourself.



# Cadillac Escalade

**FIRST DRIVE** Huge SUV just too big for Europe



**Despite vast dimensions, V8 SUV delivers impressive performance**



**Richard Ingram**  
Richard\_Ingram@dennis.co.uk  
@cutt\_lings

**AE** THE Cadillac Escalade is a real Marmite car, with its enormous dimensions and eye-watering list price. But with right-hand-drive and diesel versions heading here in the next few years, we got behind the wheel of the latest eight-seater Range Rover rival.

As you'd expect from a near-three-tonne SUV, what immediately strikes you is its huge footprint. It feels vast from behind the wheel, as you can't see past the end of the bonnet. You'll also need to squint to see the rear window due to the 5.2-metre body. The commanding driving position dwarfs all but the biggest SUVs, making the BMW X5 and Mercedes ML look like toy cars.

All Escalades use a detuned version of the 6.2-litre V8 engine from the latest Chevrolet Corvette. It still packs 420bhp and 610Nm of torque, and takes the car from 0-62mph in under seven seconds which, to all intents and purposes, is

**NEED TO KNOW...**  
"Cadillac will invest \$12billion in vehicle development over the next five years, with right-hand-drive and diesel models planned"

pretty impressive. However, the SUV never feels that fast, and the six-speed automatic gearbox is somewhat off the pace of rivals, with lazy shifts.

What's more, even fitted with the new Magnetic Ride Control suspension, the gigantic Cadillac still wallows and rolls in bends, doing little to disguise its bulk. Switching to Sport mode doesn't improve things, either, making the car feel twitchy and less stable at speed.

On the motorway, though, the Escalade is whisper quiet, and despite the bluff shape and 22-inch wheels, doesn't really suffer in terms of wind and road noise. Standard cylinder deactivation technology – which allows the thirsty V8 to run on four cylinders – does its best to maximise fuel economy, but it won't really lessen the dent on your wallet. Cadillac says it's 10 per cent more fuel efficient than before, yet you'll be lucky to match the claimed 21mpg.

**"It feels enormous from behind the wheel, as you can't see past the end of the bonnet"**

## Essentials

### Cadillac Escalade

**Price:** £93,000

**Engine:** 6.2-litre V8 petrol

**Power:** 420bhp

**Transmission:** Six-speed automatic, four-wheel drive

**0-62mph:** 6.7 seconds

**Top speed:** 112mph

**Economy:** 21.6mpg

**CO<sub>2</sub>:** 302g/km

**ON SALE Now**



**EQUIPMENT** Every version gets heated and 16-way electrically adjustable seats, as well as LED headlamps and a sunroof



**PRACTICALITY** Escalade isn't exactly short on space, offering a 1,461-litre load bay, even with five of the eight seats in place



**SEATING** Rear doors open wide, and eight-seat layout is unique to the vast Cadillac, with a three-seat bench stowed beneath boot floor



## Verdict

IT'S tough to see the appeal of the Escalade in the UK. It's too big, too inefficient and too expensive, and Cadillac predicts only 1,000 European sales. Right-hand-drive and diesel models are due in a few years, but for now, the sensible money is still on a top-spec Range Rover.







## Vauxhall Insignia

**FIRST DRIVE** 'Whisper' diesel cleans up family car

### Vauxhall Insignia Sports Tourer Tech Line 2.0 CDTi

<b>Price:</b>	£24,284
<b>Engine:</b>	2.0-litre 4cyl turbodiesel
<b>Power:</b>	168bhp/400Nm
<b>Transmission:</b>	Six-speed manual, front-wheel drive
<b>0-62/top spd:</b>	9.4 seconds/137mph
<b>Econ/CO<sub>2</sub>:</b>	60.1mpg/124g/km

**ON SALE Now**



**AE** VAUXHALL has axed its dependable 161bhp 2.0-litre CDTi in the Insignia for something a little quieter. The new 2.0-litre CDTi 'Whisper' diesel packs an extra 7bhp and 50Nm of torque to help give a 0-62mph sprint time of 9.4 seconds and a 137mph top speed.

Not only is it quicker, it's also kinder to buyers' wallets. This engine complies with Euro 6 emissions rules and emits 124g/km of CO<sub>2</sub>, so road tax costs £110 a year and the Insignia has a company car Benefit in Kind rating of 21 per cent. It also promises just over 60mpg.

The improvements are courtesy of engineers working hard on the diesel's internals, replacing a number of key components and making it quieter. On the move, the changes also add up to a more refined driving experience, with less clatter entering the cabin.

Other than the new engine, it's business as usual. Our car came with a slick-shifting six-speed manual box, while the mid-range Tech Line trim gets sat-nav, 17-inch alloys and Bluetooth. It's roomy, too, plus the 540-litre boot expands to 1,530 litres when you fold the rear seats.

It's just a shame that there are no improvements to the handling – soft suspension and light steering make the Insignia more of a relaxed cruiser than VW's dynamically sharper Passat Estate.



**New diesel impresses with its refinement, as well as its efficiency; Tech Line trim has lots of kit, too**



**PRACTICALITY**  
Sports Tourer estate version of Insignia scores on boot space, with handy, square 540-litre load area increasing to a vast maximum capacity of 1,530 litres

## Verdict

THE big news here is the new 2.0 CDTi 'Whisper' diesel. Its improved refinement doesn't come at the expense of pace – there's a healthy 400Nm of torque on tap now. This Insignia isn't exactly exciting, but it's a great-value choice for company car buyers.



## Coming soon



### MINI CLUBMAN MID 2015

Previewed by concept at last year's Geneva show, new car will be bigger, with two doors either side and two barn doors at the back.

SUPERMINIS			
Fiat 500	2016	Porsche 961	2017
Ford Ka	mid 2015	Porsche Pajun	2017
Ford Fiesta	2017	Renault Alpine	late 2015
Honda jazz	early 2015	Toyota FT-1 (Supra)	late 2015
Mazda 2	spring	Vauxhall Monza	2015
Renaultsport Twingo	late 2015	SUVs	
Renault ZOE update	late 2015	Alfa Romeo SUV	early 2016
Renault 5	late 2015	Aston Martin SUV	2017
SEAT Ibiza	2016	Audi Q1	2016
Vauxhall Corsa VXR	spring	Audi Q5	2016
Vauxhall Viva	spring	Audi Q6	2016
		Audi Q7	mid 2015
		Audi Q8	2017
		Audi RS Q1	late 2016
		Bentley Bentayga	2016
		BMW 1 Series Sport Cross	2017
		BMW X3	2016
		BMW X7	2018
		Dacia Duster facelift	2016
		Ford Edge	mid 2015
		Honda CR-V	mid 2015
		Honda Vezel	2015
		Infiniti QX30	mid 2016
		Jaguar F-Pace	2016
		Kia Sorento	mid 2015
		Lamborghini Urus	2017
		Land Rover Defender	2016
		Maserati Levante	2016
		Mazda CX-3	mid 2015
		Mercedes GLC	2015
		Mercedes GLE Coupé	2015
		Mercedes baby SUV	2017
		Peugeot Quartz	2016
		Porsche Cayenne Coupé	2017
		Porsche Macan Turbo S	2015
		Porsche Macan GTS	2015
		Range Rover Sport SVR	spring
		Renault Kwid	2016
		Renault Kadjar	August
		Renault seven-seat SUV	2016
		SEAT IBX	2016
		Skoda Yeti+2	2016
		SsangYong Tivoli	2015
		Tesla Model X	2015
		Toyota C-HR	2017
		Volkswagen Taigun	2015
		Volkswagen Tiguan	2016
		Volkswagen T-ROC	2016
		Volvo XC40	2018
		Volvo XC60	late 2015
		Volvo XC90	early 2015
SPORTS CARS		PEOPLE MOVERS	
Alfa 4C Stradale	2015	BMW 2 Series Gran Tourer	summer
Alfa 6C	2016	Ford C-MAX facelift	spring
Aston Martin DB9	late 2016	Ford M1	spring
Aston Martin V8 Vantage	early 2016	Ford S-MAX	early 2015
Audi A5	spring 2016	Mercedes R-Class	2016
Audi A9	2018	VW Touran	November
Audi R4	2016	CABRIOLETS	
Audi R8	mid 2015	Audi R8 Spyder	2016
Audi TT Sportback	2016	Audi TT Roadster	2015
Audi TT Sport Quattro	2016	Alfa Romeo 4C Spider	early 2015
BMW M1	2016	Fiat 124 Spider	summer 2016
BMW M2	mid 2015	Ford Mustang Convertible	2015
Caterham sports car	2016	Jaguar F-Type SVR	late 2015
Chevrolet Corvette Z06	spring	Lamborghini Huracán Spyder	late 2015
Ferrari 488 GTB	spring	Mazda MX-5	mid 2015
Ford GT	2016	Mercedes C-Class Cabriolet	2015
Ford Focus RS	2016	Mercedes S-Class Cabriolet	2015
Ford Mustang	mid 2015	MINI Convertible	2016
Honda Civic Type R	late 2015	Range Rover Evoque Cabriolet	2015
Honda NSX	late 2015	Rolls-Royce Wraith Drophead	2016
Infiniti Q60	2016	VW Beetle Dune cabriolet	late 2015
Jaguar XE SVR	early 2016	LUXURY CARS	
Kia GT4 Stinger	2016	BMW 7 Series	mid 2015
Lamborghini Asterion LP910-4	2017	Cadillac ELR	late 2015
Lexus GS F	late 2015	Infiniti Q80	2020
Lexus RC	late 2015	Jaguar XF	late 2015
Lexus LF-LC	2016	Mercedes-Maybach S 600	spring
Maserati Alfieri	2016	Mercedes S-Class Pullman	2015
Maserati GranTurismo	late 2017	Rolls-Royce Phantom	2017
McLaren P13	2015	VW Phaeton	late 2016
Mercedes-AMG GT	early 2015	Volvo S90	2016
Mercedes-AMG CLA 45 SB	mid 2015		
Mercedes C 450 AMG Sport	spring		
MG TF replacement	2015		
MINI JCW	mid 2015		
Nissan Pulsar Nismo	late 2015		
Peugeot 308 R	mid 2015		
Porsche Cayman GT4	mid 2015		
Porsche GT3 RS	mid 2015		
Porsche 911 facelift	late 2015		



**Buying a new car?**  
Tell us about your experience  
[www.autoexpress.co.uk/driverpower](http://www.autoexpress.co.uk/driverpower)



# 3 SHELVING BAYS **MEGA DEAL!**

**100%**  
BOLTLESS ASSEMBLY

**ONLY**  
**£99.00** ex VAT  
**£118.80** inc VAT  
EXCLUDING CARRIAGE



**175kg**  
UDLT PER LEVEL

Product Code  
**MD4B**

- ✓ Strong steel frame & chipboard decks
- ✓ Money back guarantee. Conditions apply see online
- ✓ Bay Dimensions: 1780h x 900w x 450d mm
- ✓ Box Dimensions: 260h x 360w x 460d mm, 30 litre capacity

**3 SHELVING BAYS**

**+15 PLASTIC BOXES**

**ONLY**  
**£139.00** ex VAT  
**£166.80** inc VAT  
EXCLUDING CARRIAGE



Product Code  
**MD4BP**

**48hr**  
DELIVERY

*2 Boxes fit  
per shelf*

**FREE Plastic Bin Kit**

With every order over £99\*

Quote **AE15** at time of order

Offer ends 20.04.2015

\*Excludes VAT & carriage. Tools not included.



Code	Description	Offer Price Ex VAT	Offer Price Inc VAT	Carriage Inc VAT	Total Price Inc VAT
MD4B	3 BAYS	£99.00	£118.80	£24.00	£142.80
MD4BP	3 BAYS + 15 BOXES	£139.00	£166.80	£36.00	£202.80

TUDL = Uniformly Distributed Load. Carriage is per set, orders of multiple sets will incur extra carriage charge. Please phone for full details or go online.

REQUEST YOUR  
**FREE**  
CATALOGUE  
ONLINE TODAY

**BigDUG**

ORDER NOW: **08450 177 732**  
[www.bigdug.co.uk/megadeals](http://www.bigdug.co.uk/megadeals)



Delivery price is to Mainland UK only. All prices correct at time of going to press. We reserve the right to change products & prices at any time. Offers subject to availability.

Sales Lines open Mon-Fri 8am-6pm, Sat-Sun 9am-6pm. Calls charged at a max of 2p per min from BT landline. E & OE.  
Co Reg No. 5019218 For full terms visit [www.bigdug.co.uk](http://www.bigdug.co.uk) BIGDUG Ltd, Green Lane, Tewkesbury GL20 8HD







## Suzuki Celerio SZ4

**Price:** £8,999 **Engine:** 1.0-litre 3cyl, 67bhp

**0-60mph:** 12.5 seconds **Test economy:** 33.4mpg/7.4mpl

**CO<sub>2</sub>:** 99g/km **Annual road tax:** £0



# Cornering the market



62

**LIVING WITH A...  
VW GOLF GTI**

Hot hatch's fruity exhaust note has come to fore as our man piles on miles.



64

**LIVING WITH A...  
SEAT LEON CUPRA**

Three-door impresses with dazzling light show as much as its pace.

**Skoda Citigo SE 5dr 60**

**Price:** £9,420 **Engine:** 1.0-litre 3cyl, 59bhp

**0-60mph:** 13.4 seconds **Test economy:** 38.7mpg/8.5mpl

**CO<sub>2</sub>:** 105g/km **Annual road tax:** £20

**Toyota Aygo 1.0 VVT-i x 5dr**

**Price:** £8,995 **Engine:** 1.0-litre 3cyl, 68bhp

**0-60mph:** 12.5 seconds **Test economy:** 39.2mpg/8.6mpl

**CO<sub>2</sub>:** 95g/km **Annual road tax:** £0

**New Suzuki Celerio offers mix of space, kit and value. Can it beat top city cars?**

**AE** SMALL cars are big business. With city roads getting ever more congested, increasing numbers of drivers are looking to downsize to something smaller and cheaper to run, without sacrificing practicality and design.

Here we've lined up a new contender in the crowded city car marketplace, in the shape of

the Suzuki Celerio – and the compact five-door's unique selling point is usability, as it's one of the class's most spacious and practical choices.

Even small car buyers want to be able to customise their models' looks, and the Skoda Citigo and especially the latest Toyota Aygo allow trendy city dwellers to do just that. The Suzuki

doesn't offer the same scope for personalisation, but it's excellent value. At £8,999, it comes with an impressive level of standard kit that puts more basic versions of the Aygo and Citigo in the shade.

But is this value offering enough to attract buyers? We took all three city cars for a spin around town and country roads to find out.

Pictures: Otis Clay Location: Longcross Proving Ground, Chobham, Surrey



# Road test

Suzuki Celerio SZ4 vs rivals

**MODEL TESTED:** Suzuki Celerio SZ4  
**PRICE:** £8,999 **ENGINE:** 1.0-litre 3cyl, 67bhp

**AE** SUZUKI has phased out the long-standing Alto and Splash from the range, and replaced them with the larger, more practical Celerio. We test the city car credentials of the £8,999 SZ4 version.

## Styling 2.8/5

COMPARED to the Alto before it, the Celerio's design looks slicker and more attractive, but it's still not going to turn many heads. Today, city cars need to offer a dollop of chic style alongside frugal running costs and relative practicality, and next to the Aygo and Citigo, the Celerio appears bland.

Things get worse when you realise there are no personalisation options on offer – you can't even choose a different alloy wheel design. The £415 optional metallic paint is the only real way of expressing any extra flair on the Suzuki, in contrast to the Toyota, which adds a youthful edge with its raft of customisable features.

Our top-spec test car gets body-coloured door handles and mirror housings, 14-inch alloys and a black grille with chrome highlights. The front end is the Celerio's most interesting angle, as the upright roofline, plain profile and small wheels mean it doesn't have as much visual appeal as the angular Aygo or the slick-looking Citigo. At the rear, the Suzuki's squared-off boot isn't the most stylish, but it's great for practicality and visibility. It's easy to see out behind you.

Compared to the subtle exterior design, the Celerio's interior is busier, with a mix of colours, materials and textures that makes things feel cheap. However, despite the bargain bin plastics, build quality is strong. The dash swoops down to a big centre console that houses the radio and heating controls, while there's a USB socket underneath and a handy space to leave your phone when charging.

Silver plastic highlights run round the bottom of the dash in a U-shape, plus there are more bright inserts for the top of the gearlever and air vent surrounds. It's a small touch that adds a splash of contrasting colour to an otherwise drab and plasticky cabin.

Given its affordable sticker price, the SZ4 gets a generous amount of standard kit, including air-con, Bluetooth and a tyre pressure monitor, as well as a DAB radio and USB socket. As we've said, though, the only option is a different paint colour.

## Driving 2.8/5

UNLIKE the Suzuki Swift, there's no small car magic to the way the Celerio drives. This is a more utilitarian choice for people who want a

**“Given its affordable price, the SZ4 gets a generous amount of standard kit”**

comfortable, usable city car. With an elevated driving position compared to many compact hatchbacks, the view of the road ahead is great, meaning you can place the car on the road easily. With 14-inch wheels and relatively high-profile tyres, the low-speed ride around town is smooth, too. However, if you push harder and hit bigger bumps at speed the Celerio loses some of its composure.

It rolls in corners, due to the squidgy rubber and lofty height compared to the squat duo it's up against here, and the steering isn't all that precise – you always feel like you have to turn the wheel more than you expect to go round a bend.

There's lots of steering lock, though, which means the Suzuki has the smallest turning circle of the three, at 9.4 metres. Combined with the impressive all-round vision, the Celerio is simple to park and manoeuvre in tight spaces.

Its 67bhp engine isn't particularly punchy and needs to be revved hard to get up to speed on the motorway, as its slow 12.5-second 0-60mph time shows. It takes a yawning 13.3 seconds to accelerate from 30-70mph through the gears, but it'll zip from 0-30mph in 3.8 seconds, making it the equal quickest car here to reach the urban speed limit.

## Ownership 2.9/5

SALES of the Celerio got off to a shaky start: just one day after the car hit dealers, Suzuki had to recall all models to rectify a potential problem with the vehicle's braking system. However, the fix was carried out quickly and the brand is confident safety won't be affected.

Overall safety levels aren't too impressive, though, with the Celerio only scoring three stars in Euro NCAP's recent round of crash tests – the 61 per cent adult occupant protection rating was particularly poor. This is partly because head-protecting side airbags aren't fitted as standard.

Suzuki didn't score well in our Driver Power 2014 satisfaction survey, either, and finished as the worst manufacturer in 33rd place. However, in terms of reliability, it was ranked 12th. Its dealers beat many premium brands for service in our survey, with a score of 86.5 per cent, so the response should at least be positive if you do have to get a problem sorted.

## Running costs 3.0/5

WITH CO<sub>2</sub> emissions of 99g/km, the Celerio is exempt from road tax. However, we couldn't get near Suzuki's 65.7mpg official fuel economy and only managed to record 33.4mpg on test – that's poor at around half of what the manufacturer claims.

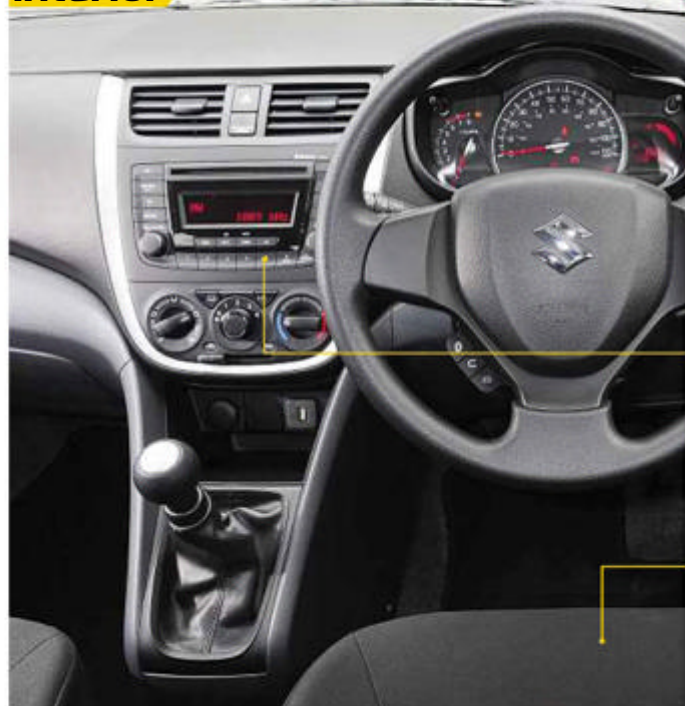
The Suzuki does have one major plus point when it comes to running costs – its lower purchase price means it's more affordable, and for company car drivers it helps keep the Celerio's Benefit in Kind rating down to 12 per cent. That means lower-rate tax payers will fork out just £215 per year, while higher-rate earners will only have to stump up £429.

## Exterior



# Suzuki Celerio

## Interior







## Design

SUZUKI'S Celerio is more at home in town than on the open road, but the lack of style shows next to other city cars. Metallic paint is the only option, and our car's body-coloured door mirrors and chrome front grille aren't enough to lift the dowdy design. More interior highlights might have helped

### TESTERS' NOTES...

"The Celerio is perfectly practical and you can't argue with the price. But the quality inside trails both rivals. The Skoda's fit and finish is way ahead, which is why our readers voted it the second best car to live with last year."

JAMES DISDALE  
ROAD TEST EDITOR



# erio



**CO<sub>2</sub>/tax**  
99g/km  
E0 or 12%



**Practicality**  
Boot (seats up/down)  
254/726 litres



**Performance**  
0-60/30-70mph  
12.5/13.3 seconds



**Braking**  
70-0/60-0/30-0mph  
51.4/40.5/9.3m



**Running costs**  
33.4mpg (on test)  
£39 fill-up

### TESTERS' NOTES...

"The Suzuki's performance is on a par with its rivals in this test. It's fairly refined at motorway speeds, too."

DEAN GIBSON  
DEPUTY ROAD  
TEST EDITOR



## Display

DOT matrix display means pairing your phone with the car is a hassle. Number keys can be used to set six presets for quick dialling, though

## Driving position

FRONT seats are raised to give a better view, but adjustment is awkward. There's no reach adjustment for the wheel

## Practicality 4.3/5

IN terms of practicality, the Celerio's larger dimensions are a big help. There's more luggage space on offer than in either the Toyota or Skoda, at 254 litres. In fact, it's the biggest boot in its class. This rises to 726 litres if you fold the 60:40 split rear seats down.

Although the interior feels more low-rent than many of its rivals', the car's boxy outline gives plenty of room in the back. Rear doors that open wide mean it's easy to get in and out of, too, and unlike the other cars, the Celerio is a full five-seater. However, we'd only recommend carrying three in the back for short journeys.

Storage is good, with a deep cubbyhole in front of the gearlever. The glovebox is a fine size, too, but the door bins are narrow and awkwardly shaped. There are five cup-holders – two up-front and three in the back.



**MODEL TESTED:** Toyota Aygo 1.0 VVT-i x 5dr  
**PRICE:** £8,995 **ENGINE:** 1.0-litre 3cyl, 68bhp

**AE** MORPHING from a curvy city car into a sharply styled urban runaround has brought about a big improvement for the latest-generation Toyota Aygo.

Although the car in our pictures is an Aygo x-cite, with lots of funky customisation options, we tested the entry-level £8,995 x model to see if it has what it takes to edge out the impressively practical Celerio and the award-winning Skoda Citigo.

### Styling 3.7/5

COMPARED to the bland Suzuki, the Toyota Aygo is bursting with visual attitude. The front features an X-shaped design that separates the sculpted bonnet from the bumper. It's a cool feature that, depending on trim level, comes in different colours which contrast with the Aygo's paintwork, even in entry-level guise.

It gives the city car an aggressive look, and together with the narrow headlights and bright LEDs underneath, the Aygo has plenty of kerb appeal. There's more gloss black at the rear, with dark tail-lights and a black finish to the glass tailgate. A big, downturned black insert at the bottom of the bumper makes the diminutive Aygo look wider than it is, adding a touch more visual presence.

The Aygo is a similar price to the Celerio, but isn't as well equipped, with the spec highlights including electric front windows, a USB socket and a tyre pressure monitor. The x model doesn't even get alloys – it runs on 14-inch steel wheels with plastic trims instead.

This miserly equipment tally means the interior feels pretty sparse. However, the way the limited gadgets are integrated into the car's cabin is neat, especially compared to the Celerio. The centre console is much funkier than the Suzuki's, and with a splash of colour inside mimicking the car's exterior paintwork, it lifts the atmosphere.

An extra few touches of colour for the air vents, doors and seats contrast neatly with the duller dash plastics. This adds a more premium feel, especially on models with equipment to match – or slightly exceed – the Celerio, such as the x-cite in our pictures. However, some areas of the cabin have clearly been built down to a price, with cheap materials in evidence, and this is most noticeable on the entry-level x.

### Driving 3.6/5

DESPITE featuring the same sized wheels as the other two city cars, the Aygo feels more brittle on the road. It's as firm as the Skoda, but doesn't feel quite as refined over potholes and broken surfaces. As a result, the car bounces

**“The way that the limited gadgets are integrated into the car's cabin is neat”**

around more in urban driving, meaning less settled, less comfortable progress.

There is a trade-off, though. This stiffer set-up means the Aygo is agile and fun to hustle along, with weighty steering adding to the go-kart-like feel. You can flick the Toyota between corners, as the thrummy 68bhp three-cylinder petrol engine is the freest-revving unit of the trio.

Unfortunately, the gearbox isn't quite as sweet. The five-speed manual is a touch notchy and indistinct, and the light throw is at odds with the heavier steering. Still, it doesn't hamper performance.

The Aygo matches the Celerio's acceleration off the line, sprinting from 0-60mph in 12.5 seconds. Yet it can't make its power advantage over the Skoda and identical 95Nm torque output pay in-gear – the Citigo is still quicker here. There wasn't much to split all three cars in our braking tests, with less than two metres between them when slowing from the motorway speed limit.

Although refinement is perfectly acceptable, our Aygo developed a trim rattle on test. The noise meter didn't pick it up, but the car does sound marginally more boomy at high speed – partly because the stiffer suspension transmits more road vibrations into the cabin.

### Ownership 3.7/5

TOYOTA has a decent reputation, and the brand backed this up by finishing sixth for reliability in our Driver Power 2014 survey. The latest Aygo went on sale in the middle of last year, and we haven't heard any reports of issues with it. The engine is an evolution of that found in the original car, so although it's more powerful and more efficient, it uses tried and tested technology.

The Mk2 Aygo goes one better than the Celerio when it comes to Euro NCAP's safety rating, scoring four stars overall. There's lots of reassuring safety kit built in, including a tyre pressure monitor, stability control, adjustable speed limiter and Toyota's Hill Assist Control to help with hill starts.

### Running costs 4.2/5

STRONG residual predictions of nearly 48 per cent mean even the base-spec Aygo x will hold its value well. So the Toyota is not only the cheapest car of our trio to buy, at £8,995 (even though it doesn't feature as much standard kit), it'll also lose the least money, shedding £4,722 after three years.

On-test fuel economy of 39.2mpg is still a long way off Toyota's 68.9mpg claims, but makes the car the efficiency winner here and means owners covering 12,000 miles a year will spend around £1,560 on fuel. Add 95g/km CO<sub>2</sub> emissions, and the Aygo is exempt from road tax. This also means a Benefit in Kind rate of 12 per cent, so the car will cost company drivers the same to run as the Celerio.

Yet the Aygo's insurance bills are the steepest on test, at £262 a year for our sample driver. The Celerio is the cheapest, at £221.

## Exterior

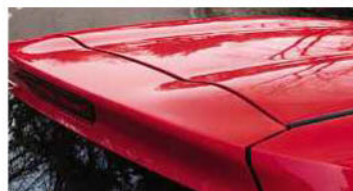


# Toyota Aygo

## Interior







## Detailing

CURRENT Aygo's look is dominated by a big X-shaped front end design. Buyers can personalise their cars further with contrasting colours for these styling elements. Double bubble roof also adds character

### TESTERS' NOTES...

"A peppy engine and enjoyable chassis mean the Aygo is good fun to drive. The steering is quite weighty for a city car, but it gives the Toyota a reassuring feeling of stability, especially on the motorway."

JAMES DISDALE  
ROAD TEST EDITOR



### TESTERS' NOTES...

"Rear seats in base Aygo x don't fold - although they do in the x-cite pictured (below) - so you can't expand load space."

DEAN GIBSON  
DEPUTY ROAD TEST EDITOR



**CO<sub>2</sub>/tax**  
95g/km  
£0 or 12%



**Practicality**  
Boot (seats up/down)  
168 litres/N/A



**Performance**  
0-60/30-70mph  
12.5/13.7 seconds



**Braking**  
70-0/60-0/30-0mph  
52.2/37.2/9.1m



**Running costs**  
39.2mpg (on test)  
£39 fill-up

go



## Screen

CARS without Toyota's seven-inch touchscreen still get a large radio display. It's easier to use than clunky-looking set-up in Suzuki

## Layout

EVERYTHING you'll need, from the stereo to the heater controls, is in a logical, vertical stack

## Practicality 3.3/5

WITH more of a focus on style than the Celerio, the Aygo isn't as practical. It feels more compact inside and sticks to more typical city car dimensions, in contrast to the taller Celerio. As a result, the Toyota only seats four and the rear of the cabin feels cramped.

In fact, the Aygo is actually shorter than the Citigo, and although the boot is 29 litres larger than its predecessor's, there's still only 168 litres of luggage space on offer. Storage amounts to a pair of cup-holders in the front, along with a decent-sized glovebox and door bins that can hold a small bottle of water.

Our measurements showed it wasn't as spacious as the Skoda, with limited legroom. However, Toyota has lowered the seats by 1cm and given the Aygo a 'double bubble' roof to improve rear headroom.



**MODEL TESTED:** Skoda Citigo SE 5dr 60  
**PRICE:** £9,420 **ENGINE:** 1.0-litre 3cyl, 59bhp

**AE** SKODA'S Citigo is a brilliant little city car, offering decent interior space and surprising practicality thanks to some clever packaging. But next to the budget-focused offerings we've lined up from Suzuki and Toyota, is the £9,420 Citigo SE five-door too expensive?

### Styling 3.8/5

ALTHOUGH our photos show a three-door Citigo Monte Carlo, which adds some extra design details, the car we tested was a mid-range five-door SE. Even so, the major styling cues are almost identical.

That's a positive thing, as the square-set, chunky proportions mean the Citigo's one of the best-looking city cars on the market. The short, stubby nose gets a wide grille in between the headlights, with some chrome edge detailing adding extra style.

There's another grille lower down at the front, which gives the small Skoda the impression of more width and a lower ride height. Unlike the Celerio, the Citigo manages to incorporate a square roofline without the Suzuki's no-frills look. The chunky rear pillars help, as do the gentle creases running along the bottom of the doors and the short overhangs at the front and rear.

At the back, the vertical tail-lights sweep down and around so the brake lights match up with a fold in the bootlid. Skoda has kept the Citigo's design nice and simple, and as a result the car looks striking and unfussy. The rear bumper gets a few more subtle folds and lines, while the big, glass rear screen and small boot lip spoiler give the Skoda more upmarket appeal than the Celerio.

The Citigo's cabin is top notch in terms of layout and quality, and feels the most expensive here. All the controls for the heater and radio are mounted in one central pod high up on the dash, while splashes of silver finish trim add a touch of class.

The Monte Carlo model shown here gets Skoda's Portable Infotainment Device as standard – it's a £303 option on the SE trim level, but we think it's well worth the money as it adds sat-nav and Bluetooth.

We only have one real issue with the Citigo's interior, and that's to do with the electric window controls. If you want to lower the passenger side window from the driver's seat, you have to lean over to press the switch.

### Driving 4.6/5

IT might not be the quickest car here, but the Citigo is certainly the most fun to drive. Skoda has pushed the individual wheels as close to the car's four corners as possible, so it feels

**“Cabin is top notch in terms of layout and quality, and feels the most expensive here”**

steady and secure at high speed. But this hasn't hurt manoeuvrability, as the Skoda still has the second tightest turning circle on test.

Visibility isn't as good as in the Celerio, thanks to a bigger blind spot, but it's not a major issue. Offering just 59bhp from its 1.0-litre three-cylinder petrol unit, the Citigo is the least powerful car here – and by quite a margin. But with the joint-highest torque figure of 95Nm produced at the lowest revs (although at 3,000rpm it's still high compared to some turbocharged city cars), it isn't as slow as the on-paper figures might suggest.

Covering 0-60mph in 13.4 seconds, the Skoda is slower than the lighter, more powerful Celerio and Aygo, but in higher gears it actually showed stronger acceleration than both opponents in this test. Real-world performance is similar to the other cars.

A sweet, precise gearshift and accurate steering mean the Citigo sets the bar for handling in this test. It's easily the grippiest and most agile choice of our trio – and it's great fun to punt down a twisty road. But, importantly, it also works brilliantly in the city, thanks to its compact dimensions.

Although the wheels are the same size as the Suzuki's, the ride is firmer, with a sportier edge to the suspension's damping on country road bumps and grids and grilles around town. It's never uncomfortable, though, and feels more supple than the sometimes edgy Aygo. Refinement at higher speeds is good, too, as our noise readings show.

### Ownership 4.9/5

THE Citigo first went on sale in 2012, sharing its mechanical make-up with the VW up! and SEAT Mii. The technology has proven reliable and the Citigo finished our Driver Power 2014 survey as the second-best car to own (that's on top of being crowned Best City Car at our New Car Awards 2014). Skoda was also the top-rated manufacturer in the same survey.

These results are partly due to the Citigo's impressive safety record – it's the only car here to get a five-star safety rating from Euro NCAP, helped by a strong body shell, plus standard stability control and tyre pressure monitor. It only has four airbags – the Celerio, which has three Euro NCAP stars, features six – but achieved a rating of 89 per cent for adult occupant protection.

### Running costs 4.1/5

IN this road-tax free, sub-100g/km company, the Skoda falls down with its 105g/km CO<sub>2</sub> emissions. Plus, our SE model is pricier to buy than the top-spec Celerio SZ4 or entry-level Aygo x – these factors mean company car drivers will pay more for a year's motoring in the Skoda: £262 for lower-rate earners and £524 for those paying the higher rate of tax.

While the other cars are exempt from road tax, Citigo owners will pay £20 a year, and although it's frugal, our test figures suggest the less powerful Skoda will cost drivers covering 12,000 miles a year only slightly less in fuel than the Aygo, at £1,579.

## Exterior



### TESTERS' NOTES...

“Skoda offers a three-year/30,000-mile servicing package for £479. This is a good way to save money, but for routine maintenance over three years, Toyota's individual services are £100 cheaper.”

SEAN CARSON

SENIOR ROAD TESTER



# Skoda Citigo

## Interior





**CO<sub>2</sub>/tax**105g/km  
£20 or 14%**Practicality**Boot (seats up/down)  
251/951 litres**Performance**0-60/30-70mph  
13.4/14.0 seconds**Braking**70-0/60-0/30-0mph  
49.7/35.3/9.2m**Running costs**38.7mpg (on test)  
£39 fill-up**TESTERS' NOTES...**

"It doesn't take long behind the wheel to fall for the Citi go's charm – it's a very competent all-rounder."

**DEAN GIBSON**  
DEPUTY ROAD TEST EDITOR



## Head-to-head Equipment

FOR its £8,999 list price, the top-of-the-range Celerio SZ4 gets plenty of features. A DAB radio is standard (although it's fiddly to programme initially), as is air-con, a USB connection and Bluetooth.

You'll have to spend £303 to get the latter on the Citi go, and a whopping £3,000 to upgrade to Bluetooth-equipped x-expression spec on the Aygo. Sat-nav is an optional extra on the Skoda and Toyota, but not the Suzuki.



## Rear seats

THE Celerio is the only car with five seats in this test, so even though it isn't the most stylish or modern-looking city car, that does give it a big advantage in terms of usability. There's lots of space in the back, and the rear doors open wide, which makes access easy, too.



## Boot space

THOSE big back seats in the Suzuki are comfortable, but this doesn't impact the decent-sized boot, which is easy to load. Drop the seats and there's 726 litres on offer. The Celerio does without a spare wheel – you get a can of sealant instead – but this means extra storage under the boot floor.



## Sat-nav

SKODA'S £303 Portable Infotainment Device adds Bluetooth and, importantly, sat-nav

## Build quality

CITIGO'S cabin is the best built here, with higher-quality plastics than in the Toyota or Suzuki. Red seats part of Monte Carlo space

## Practicality 4.0/5

IT might not look it, but the Citi go's 251-litre boot is only three litres smaller than the Celerio's, and it has the edge with the rear seats folded, offering a 951-litre maximum. The load space isn't as usable, though – the Skoda's boot is deeper, but there's not as much room from front to back, plus the parcel shelf isn't connected to the bootlid, so it gets in the way.

Access to the back in the five-door model is easier than in the Aygo, but it's not quite as practical as the Celerio. There isn't as much room in the rear, either, and the Skoda is a strict four-seater. As with the Toyota, the rear windows are pop-out – only the Suzuki gets wind-down back windows. There's plenty of useful storage dotted around the cabin, though.





# PROTECT ALL FOUR WHEELS



BRITISH  
MADE

for less than it normally costs to refurbish just one!

- Protect your wheels from kerb damage
- Suits 98% of wheel and tyre combinations
- Tyres can be changed with AlloyGators in place
- Suitable for run-flat tyres
- Protects tyre wall from damage

PROTECT  
ENHANCE  
CUSTOMISE



For more information please visit  
[www.alloygator.com](http://www.alloygator.com)

or call us on 08450 707078





# Figures

**Skoda Citigo SE 5dr 60**

**Toyota Aygo 1.0 VVT-i x 5dr**

**Suzuki Celerio SZ4**


On-the-road price/total as tested	<b>£9,420/£9,420</b>	<b>PRICE</b> SKODA is the most expensive car to buy in this test, but it easily has the most premium feel. It's also pricier to tax and insure.	<b>£8,995/£8,995</b>	<b>RESIDUAL VALUES</b> OUR experts predict the Aygo will depreciate least, holding on to nearly 48 per cent of its value – an impressive figure from a mainstream brand.	<b>£8,999/£8,999</b>	<b>DEPRECIATION</b> RESIDUAL values of 38.9 per cent are disappointing. They mean the affordable £8,999 Celerio will lose £5,499 over three years.
Residual value (after 3yrs/30,000)	£4,051/43.0%		<b>£4,273/47.5%</b>		<b>£3,500/38.9%</b>	
Depreciation	£5,369		£4,722		<b>£5,499</b>	
Annual tax liability std/higher rate	£262/£524		£215/£429		£215/£429	
Annual fuel cost (12k/20k miles)	£1,579/£2,631		£1,559/£2,598		£1,829/£3,049	
Ins. group/quote/road tax band/cost	1/£249/B/£20		7/£262/A/£0		7/£221/A/£0	
Cost of 1st/2nd/3rd service	£479 (3yrs/30k)		£99/£179/£99		£590 (3yrs)	
Length/wheelbase	3,563/2,420mm		3,455/2,340mm		3,600/2,425mm	
Height/width	1,645/1,478mm		1,460/1,615mm		1,540/1,600mm	
Engine	3cyl in-line/999cc	<b>BOOT SPACE</b> THE Citigo's load area is only three litres down on the Celerio's, but there's not much distance between the boot lip and seats. That means suitcases can be awkward to pack.	3cyl in-line/998cc		3cyl in-line/998cc	
Peak power	59/5,000 bhp/rpm		68/6,000 bhp/rpm		67/6,000 bhp/rpm	
Peak torque	95/3,000 Nm/rpm		95/4,300 Nm/rpm		90/3,500 Nm/rpm	
Transmission	5-spd man/fwd		5-spd man/fwd		5-spd man/fwd	
Fuel tank capacity/spare wheel	35 litres/sealant		35 litres/sealant		35 litres/sealant	
Boot capacity (seats up/down)	<b>251/951 litres</b>		168 litres/N/A		254/726 litres	<b>NCAP RATING</b> A THREE-star rating is poor in today's safety-conscious world. Crash protection isn't great, even though ESP is fitted as standard.
Kerbweight/payload/towing weight	845/436kg/N/A		840/400kg/N/A		835/425/400kg	
Turning circle/drag coefficient	9.8 metres/0.33Cd		10.2 metres/0.29Cd		9.4 metres/N/A	
Basic warranty (miles)/recovery	2yrs (unlimited)/3yrs		5yrs (100,000)/£6pm	<b>RECOVERY</b> ROADSIDE recovery is a £6 per month option on the Toyota, but Suzuki and Skoda both come with one year's free roadside recovery.	3yrs (60,000)/1yr	
Service intervals/UK dealers	10,000 miles (1yr)/135		10,000 miles (1yr)/181		9,000 miles (1yr)/149	
Driver Power manufacturer/dealer pos.	<b>1st/5th</b>	<b>DRIVER POWER</b> SKODA has fared brilliantly in our Driver Power surveys over the years, and in 2014 was voted best manufacturer. Dealer service is good, too.	17th/6th		33rd/16th	
Euro NCAP: Adult/child/ped./stars	89/80/46/5		80/80/62/4		<b>61/74/68/3</b>	
0-60/30-70mph	13.4/14.0 secs		12.5/13.7 secs		<b>12.5/13.3 secs</b>	<b>ACCELERATION NUMBERS</b> show the Suzuki offers decent performance, but the engine feels the least willing of the three. However, this was the quietest car on the move.
30-50mph in 3rd/4th	7.2/11.3 secs		8.0/11.3 secs		7.3/10.9 secs	
50-70mph in 5th/6th	11.9/19.1 secs		13.3/20.4 secs		13.5/21.6 secs	
Top speed/rpm at 70mph	99mph/3,000rpm		99mph/3,200rpm		96mph/2,900rpm	
Braking 70-0/60-0/30-0mph	49.7/35.3/9.2m		52.2/37.2/9.1m		51.4/40.5/9.3m	
Noise levels outside/idle/30/70mph	64/63/62/65dB		62/62/63/66dB		65/62/59/63dB	
Auto Express econ (mpg/mpl)/range	38.7/8.5/298 miles	<b>OPTIONS</b> CITIGO doesn't offer as much standard kit as the Celerio, but for only £303 you can add sat-nav and Bluetooth. It's one of a range of extras available, unlike on Aygo x.	<b>39.2/8.6/302 miles</b>	<b>FUEL ECONOMY</b> THE Toyota is the most efficient car on paper, and it reflected this on the road – but 39.2mpg is still a long way off the official claim.	33.4/7.4/257 miles	
Govt urban/extra-urban/combined	50.4/72.4/62.8mpg		56.5/78.5/68.9mpg		55.3/76.3/65.7mpg	
Govt urban/extra-urban/combined	11.9/15.9/13.8mpl		12.4/17.3/15.2mpl		12.2/16.8/14.5mpl	
Actual/claimed CO <sub>2</sub> /tax bracket	196/105g/km/14%		166/95g/km/12%		195/99g/km/12%	
Airbags/Isofix/parking sens/camera	Four/yes/£450*/no		Six/yes/£400/no		Six/yes/no/no	
Automatic box/stability/cruise control	£665/yes/£450*		No/yes/no		No/yes/no	
Climate control/leather/heated seats	No/no/£400^		No/no/no		No/no/no	
Metallic paint/xenons/keyless go	£500/no/no		£495/no/no		£415/no/no	
Sat-nav/USB/DAB radio/Bluetooth	<b>£303/yes/£155/£303</b>		No/yes/no/no		No/yes/yes/yes	

## Results

### SKODA

COMPARED to the Toyota and Suzuki, the Skoda feels more mature to drive, yet it mixes this grown-up character with a fun streak: it's civilised on the motorway and great to drive on a back road. The Citigo also offers decent practicality, great build quality and frugal running costs, while Skoda's excellent showing in our Driver Power survey means the car should be hassle-free to live with.



# 1st

### TOYOTA

WITH its fresh-faced new design, Toyota has injected a dose of vitality into its latest city car. The Aygo is nearly as good to drive as the Skoda, but it can't live up to the Citigo's quality of finish or supple ride around town. However, the Toyota is £500 cheaper than the Skoda and strong residuals of nearly 48 per cent, plus competitive running costs, mean it'll be cheap to own.



# 2nd

### SUZUKI

FOR the price, you get an excellent level of equipment in the Celerio, but it feels too bland and unremarkable in this company. With practicality that'd shame some superminis, you won't be short of room for passengers or luggage, but it's the most expensive car to run. Its plain design, lacklustre engine and dull handling peg its rating back here.



# 3rd

\*Part of Convenience Pack. ^Part of Winter Pack. Insurance quotes from AA (Tel 0800 107 0680 or www.theAA.com) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.

## City car range secrets

### Autonomous braking

ONLY the Citigo offers an automatic braking function. Skoda's £275 Safety Pack will apply the brakes below 19mph if it senses you might have a crash – it helps to keep the car's insurance group rating down if specified, so the option could save you money on your premiums.

### Folding seats

THE entry-level Aygo x's rear seats don't fold down, so if you want to increase the five-door Toyota's boot space you'll have to upgrade to the £10,195 x-play model. It means another black mark next to the base-spec Toyota's practicality.

### Renault Twingo

IF you're after a design-led city car, the quirky, rear-engined Renault Twingo is worth a look. It's pricey, at £9,495 for the entry-level Expression model, but five doors and a tight turning circle mean it's handy around town. It only has a 188-litre boot, though.



## Lexus NX 200t F Sport

**Price:** £38,095

**Engine:** 2.0-litre 4cyl in-line, 235bhp

**0-60mph:** 6.6 seconds

**Test economy:** 25.5mpg/5.6mpl

**CO<sub>2</sub>:** 183g/km **Annual road tax:** £225

## Audi Q5 2.0 TFSI quattro S line Plus

**Price:** £39,170

**Engine:** 2.0-litre 4cyl in-line, 222bhp

**0-60mph:** 6.4 seconds

**Test economy:** 29.5mpg/6.5mpl

**CO<sub>2</sub>:** 168g/km **Annual road tax:** £205





# *Charging* ahead?

Lexus has fitted its new flagship NX with a turbocharged petrol engine in the pursuit of performance SUV perfection. We see if it has the beating of Audi's Q5



Pictures: Pete Gibson Location: Northamptonshire

**AE** TURBO power is all the rage these days. As car makers reduce engine sizes to improve efficiency, they're turning to turbos to maintain performance. However, that hasn't always been the case. Back in the day, bolting a turbo to a petrol engine was a quick way to produce a hot flagship – and this is exactly the approach that Lexus has taken with its new NX 200t.

The new engine is offered exclusively in F Sport trim to further boost its racy

credentials, while power is sent to all four wheels via a six-speed automatic gearbox.

We've lined up another turbo petrol crossover to rival the NX here, in the shape of the Audi Q5, which is available with the brand's excellent 2.0 TFSI four-cylinder engine.

The S line Plus model offers plenty of kit to rival the Lexus, while quattro four-wheel drive and an eight-speed Tiptronic automatic gearbox help put the power on the road. So, does the NX turbo have the punch to beat it?



# Road test

Lexus NX 200t vs Audi Q5

**MODEL TESTED:** Lexus NX 200t F Sport  
**PRICE:** £38,095 **ENGINE:** 2.0-litre 4cyl, 235bhp

**AE** THE NX 200t joins the hybrid NX 300h in Lexus' compact crossover line-up, but ditches the petrol-electric drivetrain in favour of a new, direct-injection turbo petrol engine, with a six-speed auto gearbox and four-wheel drive. It's only offered in F Sport trim, further boosting its sporting credentials, and is priced from £38,095.

## Styling 3.2/5

COMPARED to its compact crossover rivals, the NX has a look that's something of a breath of fresh air. It won't be to all tastes, but the mix of sharp angles and sculpted bodywork certainly helps it to stand out from the crowd.

The styling is dominated by a large grille and slimline LED headlamps up front, which have a distinctive design. The LED daytime running lights sit separately from these, just like on the IS saloon, while the F Sport version adds a sharper bodykit and 18-inch diamond-cut alloy wheels to provide a sporty edge.

Further back, the small glass area gives the NX a bit of a slab-sided look, although the blistered wheelarches at the back are another design flourish. At the rear, the NX's tailgate has a rakish profile that's similar to the larger RX's, although slightly more modern.

Overall, the NX looks sharp when compared to the rounded and upright Audi Q5, but the exterior styling does impinge on cabin space. That interior also gets a sharp look, with a distinctive centre console and dashtop screen. Unfortunately, the design does make it feel a little cramped, while the buttons for the stereo are hidden behind the gearlever and aren't illuminated at night.

It's better to use the touchpad to navigate around the infotainment screen, but while it's easier to get to grips with than the joystick system in the CT and IS models, it's still tricky to use on the move as bumps in the road can jog the cursor around the screen. Elsewhere, the red seats on our test car are a no-cost option, and they help to give the cabin a lift.

## Driving 3.2/5

WHILE the hybrid version of the NX starts with a beep and no engine noise, this 200t is much more conventional, with a traditional petrol engine thrum as soon as you press the start button. In fact, it's surprisingly noisy considering it's a new engine, and proved louder than the Q5 at idle and when revved.

Move the gearlever into drive, and the six-speed box shifts relatively smoothly, but it doesn't make the most of the 235bhp on offer. We managed a best 0-60mph time of 6.6 seconds, which was half a second faster than Lexus' claimed 0-62mph time, yet the

**"Lexus NX looks sharp when compared to the rounded and upright Audi Q5"**

less powerful Audi was two-tenths quicker. Acceleration through the gears was similar to that of the Q5, although the NX's six-speed gearbox had slower shifts both when left in auto mode or when taking manual control using the stubby shift paddles on the steering column.

On the road, the gearbox is well suited to the Lexus' character, as it's more of a relaxed cruiser than a sporty drive. F Sport models get stiffer suspension than the standard car, but body roll is excessive when compared to the Audi and the steering delivers very little in the way of feedback. Press on in corners, and the NX readily resorts to far more understeer at lower speeds than its rival.

You'd expect the Lexus to compensate for its lack of driving thrills with a comfortable ride, but it doesn't. The firm suspension sends bumps and thumps into the cabin, and it's marginally more unsettled than the Audi on rough surfaces. That's despite the fact that the NX rides on 18-inch wheels and higher-profile tyres, compared to the Q5's 20-inch wheels and less forgiving rubber.

Light steering means the Lexus is a breeze to drive, while a sharp brake pedal makes it quick to respond, although our tests showed the car took longer to stop than the Audi. Adaptive cruise control is fitted as standard, yet it's not quite as smooth with its responses as some rivals' systems.

## Ownership 4.8/5

YOU can buy an NX with confidence, as the manufacturer's dealers offer a level of customer service that's second to none – Lexus regularly tops our Driver Power satisfaction surveys for dealer service.

The car shares running gear with Lexus owner Toyota's RAV4, while the infotainment system is found across the range, so there should be no electrical concerns. As the new turbo petrol engine is also based on existing technology, you can expect little drama when it comes to running an NX. Lexus offers a three-year/60,000-mile warranty on its models, although that's a surprise when you consider that Toyotas using largely the same tech have a five-year guarantee.

## Running costs 2.4/5

THE NX 200t F Sport costs £38,095, which is £1,075 less than the Q5 S line Plus. Standard kit is good, with adaptive cruise, heated leather, LED headlights and a powered tailgate all included. However, sat-nav is a £995 option, and adding it cancels out the price advantage the car holds over the Audi.

A lack of stop/start saw us only manage 25.5mpg in the NX, with the Audi around 5mpg better. Higher emissions mean the Lexus will set you back slightly more in road tax, while company costs are higher, despite its lower list price. Servicing prices are also steep, with the first two visits alone coming in higher than Audi's three-year service plan. Plus, weaker residuals will see the NX fetch around £3,000 less than the Q5 after three years.

## Exterior



**TESTERS' NOTES...**  
"The NX 200t is designed to bring a performance edge to Lexus' crossover, but it's not that fun to drive. The six-speed auto box is better to use than the hybrid model's eCVT transmission, yet the soggy chassis lets the car down."

JAMES DISDALE  
ROAD TEST EDITOR



# Lexus NX

## Interior







## Design

NEAT detailing gives the Lexus an edge for style over the Audi; the black-finished wing mirrors, slimline LED headlamps and huge spindle grille look fantastic



# 200t



**CO<sub>2</sub>/tax**  
183g/km  
£225 or 31%



**Practicality**  
Boot (seats up/down)  
475/1,520 litres



**Performance**  
0-60/60-0/30-0mph  
6.6/6.3 seconds



**Braking**  
70-0/60-0/30-0mph  
49.9/36.6/10.3m



**Running costs**  
25.5mpg (on test)  
£67 fill-up

### TESTERS' NOTES...

"With its mix of sharp angles and curves, the NX looks like no other crossover, although it does divide opinion."

DEAN GIBSON  
DEPUTY ROAD TEST EDITOR



## Shift paddles

GEARBOX can be left in auto mode, or you can switch to manual and use the shift paddles – although these are slow to respond

## Infotainment

USING touchpad to operate central screen is easier than Lexus' joystick system, but it's still a little bit fiddly

## Practicality 3.3/5

PUSH the button for the standard powered tailgate, and it opens slowly to reveal a 475-litre boot. Smaller exterior dimensions put paid to the NX's carrying capacity, but there are lashing eyes to secure small items, plus a bit of storage under the floor.

The rear seatbacks can be positioned upright to provide more boot space or be reclined, and they can fold to create a flat load area, which offers 1,520 litres of space – only 40 litres down on the Q5's capacity.

Back seat space in the Lexus feels a little cramped when compared to the Audi's, and you can easily bang your head on the low roof getting in and out. Black trim and small windows make the cabin appear dark, while the driving position feels a little hemmed in. This is partly due to the steering column, which comes close to your knees.



# Road test

Lexus NX 200t vs Audi Q5

**MODEL TESTED:** Audi Q5 2.0 TFSI quattro S line Plus  
**PRICE:** £39,170 **ENGINE:** 2.0-litre 4cyl, 222bhp

**AE** IT'S been around for a while now, but the Audi Q5 is still a strong contender in the upmarket crossover class. It was first introduced in 2008 and proved to be an instant hit with buyers. The range was given an update in 2012, with revised lights, more efficient engines and the debut of the SQ5 performance model. Here, we try the 2.0 TFSI petrol version with quattro four-wheel drive in S line Plus specification, costing £39,170.

## Styling 3.5/5

AUDI has mastered the art of the corporate family face, and the Q5 couldn't be mistaken for anything other than an Audi. Its proportions are pure SUV, while the large grille and headlights look like they've been lifted wholesale from the front end of the A4.

Go for an S line model, and you get a subtly sporty bodykit, standard metallic paint and three, 20-inch alloy wheel options, while our car came with the £330 optional Black Styling pack, which deletes the chrome trim from the grille, air intakes, windows and roof rails.

Overall, the Q5 looks rather restrained when compared to the flamboyant Lexus, but details such as the smart daytime running lights and large tail-lamp clusters help to boost the car's kerb appeal.

Climb inside, and the Audi's quality feel is still evident. The upright dash layout looks a little dated, thanks also to the use of the brand's older MMI cabin control system and ageing sat-nav screen, but fit and finish are faultless.

The switchgear feels good to use, especially the metal-trimmed MMI control wheel and audio volume knob, while the sculpted S line steering wheel adds a sporty edge to the interior. There's plenty of S line badging inside, too, including on the seats, kickplates and dials, while the part-leather and Alcantara sports seats are a no-cost option. The Q5 is a little more restrained than the NX, but it oozes quality and has a real feelgood factor that sets it apart from its rival.

## Driving 3.8/5

POWER for the Audi comes from the VW Group's tried-and-tested four-cylinder TFSI turbo petrol motor, and while it's not the newest engine around, it's a great performer. Just like in the A4, it's mounted lengthways in the engine bay, while it's paired with a quattro four-wheel-drive system via an eight-speed Tiptronic gearbox.

With 222bhp on tap, it's 13bhp down on the Lexus, but it has an identical 350Nm torque figure, while the closely stacked ratios of the eight-speed box meant the Q5 was faster than the NX from 0-60mph. We recorded a best

**"We recorded a best 0-60mph time of 6.4 seconds, two-tenths quicker than the NX"**

time of 6.4 seconds, which was two-tenths quicker than the Lexus and also seven-tenths ahead of Audi's claimed 0-62mph time. Rapid shifts make the Q5 marginally quicker through the gears, too, although upshifts with the throttle pressed to the floor resulted in harsh lurching from the transmission.

Take it easy, and the gearbox is a smooth performer, with seamless shifts that are faster than the Lexus' six-speed transmission. Like in the NX, you get shift paddles, but the electronics do a good job of putting you in the right gear at the right time, so you never really feel the need to use them.

In corners, the Audi felt a lot more stable than the Lexus, with less body roll and more grip, and while the handling isn't particularly exciting, it feels a lot more accomplished. It's a similar story at motorway speeds, as although the large, 20-inch wheels and low-profile tyres look like they will upset the ride, the Q5 was actually less unsettled by bumps and rough surfaces than the NX.

The Audi maintains its advantage in town, too, where lumps and bumps are undoubtedly felt, but don't send large shocks through the cabin. Plus, the suspension soaks up speed bumps and potholes relatively well.

## Ownership 4.0/5

THE Q5 has been around for a while, but it only made its first appearance in our Driver Power satisfaction survey in 2014. However, the car made an immediate impact, with a very respectable placing of 44th out of 150, ranking an impressive first overall for build quality. This score was backed up by good results in the practicality and tech categories, yet the Audi's score was weighed down by poor showings for reliability and running costs.

And if your Q5 does prove troublesome, you might not be too impressed by the service from Audi's dealers. The brand's franchises ranked a disappointing 26th out of 32 last year, down two places from 2013 and well behind top-ranked Lexus'.

## Running costs 3.0/5

AT £39,170, the Q5 S line Plus is over £1,000 more than the NX 200t. However, sat-nav and metallic paint are standard – adding these to the Lexus more than cancels out the price difference – while front and rear parking sensors, three-zone climate control and leather also feature. Audi offers a long list of options, including adaptive cruise, a premium Bang & Olufsen stereo and upgraded leather and boot rails. Despite the fact that it's easy to bump up the price, it's not necessary, as the Q5 is already well equipped.

We achieved economy of 29.5mpg on test. That's not brilliant, but it was ahead of the Lexus, thanks in part to the standard stop/start system. Plus, its large, 75-litre fuel tank means you can go around 150 miles further between fills. Lower emissions also make the Q5 cheaper to tax, while competitive fixed-price servicing and strong residuals give the Audi plenty of appeal for private buyers.

### TESTERS' NOTES...

"Audi's homogenised approach to car design means the Q5 bears a strong resemblance to the rest of its range. However, judging by the brand's latest models, I'm hoping that the next-generation Q5 will have a more individual appearance than the current car."

DEAN GIBSON  
DEPUTY ROAD TEST EDITOR



# Audi Q5

## Interior





## Exterior

CO<sub>2</sub>/tax

168g/km  
£205 or 28%



## Practicality

Boot (seats up/down)  
540/1,560 litres



## Performance

0-60/30-70mph  
6.4/6.2 seconds



## Braking

70-0/60-0/30-0mph  
46.4/33.6/8.7m



## Running costs

29.5mpg (on test)  
£84 fill-up

## TESTERS' NOTES...

"Compared to the softly sprung NX, the Q5 feels like a high-riding car, with composed handling and plenty of grip."

JAMES DISDALE  
ROAD TEST EDITOR



## Head-to-head

## Boot space

THE Q5 has a practicality advantage over the NX, due to its wider boot opening (below) and the 540 litres of space on offer with the seats up.

Both cars get a fixed parcel shelf with a hinged section to improve access, and they also feature electric tailgates. However, the Lexus' powered bootlid was fiddly to use – it proved so slow to react when we pressed the button, we were left wondering if it actually worked in the first place.



## Headlight tech

YOU get LED headlights as standard on the NX, and they are supplemented by IS-style running lamps set into the bodywork. The Audi features xenon lights with halo-style daytime running lamps (below), and these can be upgraded to adaptive xenons for £330.



## S line

SCULPTED S line steering wheel is one of many badged-up interior features, such as the kickplates

## Seats

PART-leather and Alcantara seats are a no-cost option for the Q5, and are supremely comfortable and supportive

## Practicality 4.0/5

LIKE the Lexus NX, you get a powered tailgate on S line Plus versions of the Q5, and the large, clamshell opening reveals a 540-litre boot. That's 65 litres up on the NX's capacity, while levers in the boot mean it's easy to fold the back seats and there's 1,560 litres of space with them down.

Back seat space is also good, with more headroom than you'll find in the Lexus, and the larger back windows mean you don't feel claustrophobic. One bonus is that the Q5 comes with three-zone climate control, so back seat passengers can set their own temperature independent of the front seats.

Storage space is decent, too, with a deep armrest cubby, useful door bins and a large glovebox.



## Alternative fuel

YOU can save cash on both cars by going for different engines. The hybrid NX 300h F Sport costs £1,100 less, promises 54.3mpg (compared to 35.8mpg) and does 0-62mph in 9.3 seconds. The Q5 2.0 TDI S line Plus S tronic diesel is only £115 cheaper, but economy of 47.1mpg trumps the 39.2mpg TFSI.







GPS & Laser/Radar Speed Camera Detector

# Don't become a statistic.

Now at  
Halfords

## Halfords Customer Comments

**"Warnings are bang on"**  
happygolucky1650, Coalville

**"Good Tool For the Price"**  
BrettSp, South Yorkshire

**"4Zero is brilliant, brilliant, brilliant!!!!"**  
bobntrace, Reading

**1 in 5 drivers have been caught speeding and there are currently over 5,100 active speed cameras within the UK.**

Alerting you to all fixed and mobile speed traps, Snooper 4ZERO is an all encompassing, sleek and portable speed camera detector. It uses the most advanced GPS technology to accurately alert you when you are in the presence of "fixed" speed traps such as Gatso and Truvelo cameras. This also includes SPEC's average speed cameras, that are often found through motorway road works.

The highly sensitive laser detector is designed to alert you to all types of mobile laser gun. With Snooper's laser detection now being more accurate than ever, you now get longer detection ranges and more advanced pre-warnings. Plus, the sophisticated radar detector can pick up 'scatter' from Gatso cameras and handheld radar guns, providing advance warnings of their position.

## Key Features

- Alerts to new stealth cameras seen on Top Gear.
- Fixed GPS speed trap database\*
- Extended detection range
- Laser/Radar alerts
- Windscreen or Dash mounted



Now Only  
**£149.99**

Buy yours today at your local **Halfords** store or online at [www.halfords.co.uk](http://www.halfords.co.uk)

**halfords**

**SNOOPER**  
[www.snooper.co.uk](http://www.snooper.co.uk)

Performance Products Ltd, Cleaver House, Sarus Court, Manor Park, Runcorn, WA7 1UL

Subject to terms and condition, Performance Products Ltd and Halfords reserve the right to amend or remove this promotion at anytime. Includes 3 months free speed camera subscription from date of purchase. \*Speed Trap Detection is an optional chargeable subscription, 4Zero includes 3 months free speed camera subscription from date of purchase.



# Figures

**Audi Q5  
2.0 TFSI quattro  
S line Plus**



**Lexus  
NX 200t  
F Sport**



On the road price/total as tested	£39,170/£41,585	<b>RESIDUALS</b> RESALE values of just over 50 per cent are pretty good for a car that's been on sale for so long.	£38,095/£40,735	<b>ENGINE</b> NEW turbo engine is 13bhp up on the Audi's TFSI unit, but that makes its optimum power slightly higher in the rev range.
Residual value (after 3yrs/36,000)	<b>£19,742/50.4%</b>		£16,990/44.6%	
Depreciation	£19,428		£21,105	
Annual tax liability std/higher rate	£2,174/£4,348		£2,337/£4,674	
Annual fuel cost (12k/20k miles)	£2,064/£3,440	<b>SERVICING</b> MONTHLY pre-paid servicing package works out cheaper than for the first two check-ups on the Lexus.	£2,387/£3,979	<b>TOWING</b> CONSIDERING its higher power output and equal torque figure, the 200t's 1,500kg maximum towing weight is well behind the Q5's best.
Ins. group/quote/road tax band/cost	30/£381/H/£205		38/£530/I/£225	
Cost of 1st/2nd/3rd service	<b>£18p/m (3yrs)</b>		£245/£445/£245	
Length/wheelbase	4,629/2,807mm		4,630/2,660mm	
Height/width	1,655/1,898mm	<b>ACCELERATION</b> Q5 held on to ratios easier than the NX, but couldn't manage 50-70mph in eighth gear.	1,645/1,845mm	<b>OPTIONS</b> THE NX is well equipped, but sat-nav is a £995 option. You could specify the £1,995 premium system, which adds nav, a 10-speaker stereo and a reversing camera.
Engine	4cyl in-line/1,984cc		4cyl in-line/1,998cc	
Peak power/revs	222/4,500 bhp/rpm		<b>235/4,800 bhp/rpm</b>	
Peak torque/revs	350/1,500 Nm/rpm		350/1,650 Nm/rpm	
Transmission	8-spd Tiptronic/4WD	<b>STANDARD KIT</b> S LINE Plus spec is £2,500 more than S line and adds parking sensors, 20-inch wheels, sat-nav, a powered tailgate, metallic paint and tinted glass.	6-spd auto/4WD	<b>WARRANTY</b> 3yrs (60,000)/1yr
Fuel tank capacity/spare wheel	75 litres/repair kit		60 litres/space saver	
Boot capacity (seats up/down)	540/1,560 litres		475/1,520 litres	
Kerbweight/payload/towing weight	1,755/610/2,400kg		<b>1,735/600/1,500kg</b>	
Turning circle/drag coefficient	11.7 metres/N/A	<b>SALES</b> Q5 held on to ratios easier than the NX, but couldn't manage 50-70mph in eighth gear.	11.4 metres/0.34Cd	<b>SALES</b> Q5 held on to ratios easier than the NX, but couldn't manage 50-70mph in eighth gear.
Basic warranty (miles)/recovery	3yrs (60,000)/3yrs		3yrs (60,000)/1yr	
Service intervals/UK dealers	Variable/121		10,000 miles (1yr)/51	
Driver Power manufacturer/dealer pos.	12th/26th		4th/1st	
Euro NCAP: Adult/child/ped./stars	92/84/32/5 (2009)	<b>SALES</b> Q5 held on to ratios easier than the NX, but couldn't manage 50-70mph in eighth gear.	82/82/69/5 (2014)	
0-60/30-70mph	6.4/6.2 seconds		6.6/6.3 seconds	<b>SALES</b> Q5 held on to ratios easier than the NX, but couldn't manage 50-70mph in eighth gear.
30-50mph in 3rd/4th	3.1/3.8 seconds		3.6/5.5 seconds	
50-70mph in 5th/6th/7th/8th	<b>5.2/6.8/8.5 secs/N/A</b>		7.7/10.3 secs/N/A/N/A	
Top speed/rpm at 70mph	138mph/1,900rpm		124mph/2,000rpm	
Braking 70-0/60-0/30-0mph	46.4/33.6/8.7m	<b>SALES</b> Q5 held on to ratios easier than the NX, but couldn't manage 50-70mph in eighth gear.	49.9/36.6/10.3m	<b>SALES</b> Q5 held on to ratios easier than the NX, but couldn't manage 50-70mph in eighth gear.
Noise outside/idle/30/70mph	61/48/57/64dB		63/52/57/67dB	
Auto Express econ (mpg/mpl)/range	29.5/6.5/487 miles		25.5/5.6/337 miles	
Govt urban/extra-urban/combined	33.2/43.5/39.2mpg		27.2/43.5/35.8mpg	
Govt urban/extra-urban/combined	7.3/9.6/8.6mpl	<b>SALES</b> Q5 held on to ratios easier than the NX, but couldn't manage 50-70mph in eighth gear.	6.0/9.6/7.9mpl	<b>SALES</b> Q5 held on to ratios easier than the NX, but couldn't manage 50-70mph in eighth gear.
Actual/claimed CO <sub>2</sub> /tax bracket	221/168g/km/28%		256/183g/km/31%	
Airbags/Isfix/park sensors/camera	Six/yes/yes/£340		Eight/yes/yes/£1,995	
Auto box/adapt dampers/adapt cruise	Yes/£680/£900		Yes/£750/yes	
Climate control/leather/heated seats	Yes/yes/£300	<b>SALES</b> Q5 held on to ratios easier than the NX, but couldn't manage 50-70mph in eighth gear.	Yes/yes/yes	<b>SALES</b> Q5 held on to ratios easier than the NX, but couldn't manage 50-70mph in eighth gear.
Metallic paint/LEDs/power tailgate	Yes/no/yes		£645/yes/yes	
Sat-nav/USB/DAB radio/Bluetooth	Yes/yes/yes/yes		£995/yes/yes/yes	

## Deals & discounts

Facts, figures and advice powered by [carbuyer.co.uk](http://carbuyer.co.uk)

**carbuyer**  
.co.uk

LEXUS is currently offering a 6.9 per cent APR PCP finance deal on its NX 200t. Buyers will need to stump up a £6,303 deposit and 35 monthly payments of £469, and at the end of the term, there's an optional final payment of £21,454. If you don't want to hand over that much, you can arrange a new finance deal on another Lexus or simply give the car back.

Similarly, Audi has a 6.9 per cent APR PCP finance package on the Q5. The brand is quoting an example for the 2.0 TDI S tronic version of the S line Plus, with a deposit of £6,838, then 35 monthly instalments of £459 and a final payment of £21,549. But you can expect to get a similar deal to the Lexus if your heart is set on the TFSI petrol model.

Head for the new car broker websites, and you'll find the NX is too new to benefit from any discounts. But the Q5 is available with some significant savings.

On [buyacar.co.uk](http://buyacar.co.uk), we found the 2.0 TFSI S line Plus Q5 tested here with £2,406 off the list price. What's more, there are similar savings to be had on diesel versions.



**What do you think?**  
Tell us about your car  
[www.autoexpress.co.uk/driverpower](http://www.autoexpress.co.uk/driverpower)

## Results

### AUDI

THE Q5 was a clear victor in this test. It's getting on a bit, but it still has first-rate build quality, while the S line Plus model boasts plenty of standard kit. It's better to drive than the NX, with greater cruising comfort and tidier handling in corners. Add in better economy and lower running costs, and it makes more sense; although if you want to save cash, we'd recommend the 2.0 TDI over the TFSI tested here.



## 1st

### LEXUS

IT'S hard to tell who the NX 200t is supposed to be aimed at. The turbo petrol engine isn't the most responsive performer, while the soggy chassis and vague steering mean the Lexus isn't very sporty to drive. Combine that with poorer economy and higher running costs, and the Audi runs rings around the newcomer. Buyers would be better off saving some cash and going for the NX 300h hybrid model instead.



## 2nd

Red = equipment fitted to our test car. Insurance quotes from AA (Tel 0800 107 0680 or [www.theAA.com](http://www.theAA.com)) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.

## Lexus range secrets

### Turbo petrol engine

THE NX 200t is the first Lexus model to get Toyota's new 235bhp 2.0-litre direct-injection turbo petrol engine. It features variable valve timing to boost fuel efficiency under light loads, while still delivering strong performance higher up in the rev range.

### What's next from Lexus?

NEXT up is the high-performance GS F saloon. It has the same running gear as the RC F coupé (tested in Issue 1,363), so features a 471bhp 5.0-litre V8 engine and a trick torque vectoring diff to get the power on the road. It arrives in the UK later this year.

### Lexus NX 300h

IF you really must have a petrol-powered premium crossover, then the hybrid NX is worth considering. It's not as quick as the turbo, with a 0-62mph time of 9.3 seconds, but the £36,995 F Sport is over £1,000 cheaper and delivers up to 20mpg better economy.





**HANDLING** Once we fit summer tyres to our Golf, its handling panache will return. On winter rubber, it struggles in fast corners

#### GOOD & BAD POINTS...

"Our VW Golf now has a racy soundtrack to match its performance, but winter tyres have spoiled handling pleasure."

## Essentials



**SOUND SYSTEM** Dynaudio stereo is a £535 option, and its eight-speaker set-up is a treat for the ears. Smartphone sync doesn't work through touchscreen, though.



**EQUIPMENT** Powerful hi-fi already sounds great – and you can also customise which speakers are active to create the best sound for any or all occupants



**James Disdale**  
james\_disdale@dennis.co.uk

**AE** AFTER nearly a year on the Auto Express fleet, our VW Golf GTI has finally found its voice. The classy hot hatch has performance to spare, but until now it has lacked the sort of sporty exhaust note you'd expect. There's a clever sound generator behind the dashboard, but its purposeful growl sounds synthetic rather than soulful.

However, as the miles have rolled under the Golf's wheels, the noise from its twin tailpipes has changed from dull to distinctive. It could be rattly baffles in the exhaust or just the effect of hundreds of heat cycles on the system's steel, but whatever the reason, the transformation is music to my ears.

There's now the hint of a baritone burble at idle that's reminiscent of my trusty Mk2 GTI, while fast gearchanges deliver the same characterful flutter as versions equipped with the DSG gearbox. It's a small thing, but this has

really helped to add an extra layer of involvement to the VW's already engaging driving experience. This new-found mechanical musicality doesn't come at the expense of refinement, either, as the Golf is still a quiet and composed cruiser.

It's not only the exhaust giving my ears a workout; our upgraded sound system has also been at it. Designed by Danish hi-fi specialist Dynaudio, the £535 set-up features eight speakers, a separate subwoofer, a 400W amplifier and a Digital Signal Processor. Like most

**"The noise from the Golf's twin tailpipes has changed from dull to distinctive"**

## Volkswagen Golf GTI Performance Pack

<b>On fleet since:</b>	April 2014
<b>Price new:</b>	£28,230
<b>Engine:</b>	2.0-litre 4cyl, 227bhp
<b>CO<sub>2</sub>/tax:</b>	139g/km/£130
<b>Options:</b>	Discover Navigation Pro (£1,765), Dynaudio sound system (£535), Climate windscreen (£295), Dynamic Chassis Control (£815), Winter Pack (£360), Advanced telephone connection (£315), Pure white paint (£260)
<b>Insurance*:</b>	Group: 30 Quote: £395
<b>Mileage/mpg:</b>	13,997/ 32.7mpg
<b>Any problems?</b>	Flywheel replaced

\*Insurance quote provided by AA (0800 107 0680) for a 42-year-old living in Banbury, Oxon, with three points.

# Volke

**FIFTH REPORT**



**CO<sub>2</sub>/tax**  
139g/km  
£130 or 20%



**Practicality**  
Boot (seats up/down)  
380/1,270 litres

VW's classy cabin is full of equipment, while its chunky steering wheel is a joy to use



modern stereos, you can alter the sound using a number of pre-programmed settings, such as Voice, Jazz, Rock and Pop, but I prefer to leave the tone controls flat, as this results in a powerful and surprisingly immersive sound.

It's not quite as accomplished as high-end in-car products from the likes of Meridian or Burmester, but it's not far off and costs nearly 10 times less. My only criticism is that I can't use the touchscreen display to access albums and playlists when my mobile phone is wirelessly connected to the stereo, which is disappointing given that the combined cost of our car's upgraded infotainment system and hi-fi is an eye-watering £2,300.

Elsewhere, the Golf continues to deliver fast, fun and fuss-free family transport. The 2.0-litre engine is fully run-in and relentlessly impresses with its effortless, deep-chested performance,



# Volkswagen Golf GTI

Electrifying exhaust note has given our hot hatch added appeal

## TESTERS' NOTES...

"Other hot hatches are faster and sharper to drive, but none can match the Golf for all-round appeal."

DEAN GIBSON

DEPUTY ROAD TEST EDITOR



## Running costs

32.7mpg (on test)

£57 fill-up



while the roomy interior swallows everything that me and my growing family throw at it with ease. And it doesn't matter how bad your day has been, the Golf's classy cabin always manages to wash away your worries.

However, the steadily increasing temperatures here in the UK have highlighted the need to replace the car's winter tyres with something a little more suitable. In day-to-day driving, the Pirelli Sottozeros cope well, but brake hard or attack a corner with gusto, and the Volkswagen starts to squirm and slide. I've got the car booked in for a swap back to summer rubber in the coming days, so the GTI's unflappable poise and laser-guided precision will soon be restored.

Until then, I'm simply going to turn the Golf up to 11 and give my ears a treat.

**MY RATING** ★★★★★



**PRACTICALITY** Fold down the Golf's comfortable rear seats, and boot capacity increases from a respectable 380 litres to a generous 1,270 litres





**Dean Gibson**

Dean\_Gibson@dennis.co.uk

**AE** NOW that the days are getting longer, there's one great feature of our SEAT Leon Cupra that I'm going to miss using as often – the LED headlight technology.

SEAT has offered these trick lights as part of a free upgrade on SE and FR models ever since the Leon was launched, but Cupra versions come with the LED lamps as part of the comprehensive standard kit list.

What's great about them is that they bathe even the darkest country roads in light that's nearly as good as daytime, which means you can make the most of the Cupra's scintillating performance at any time.

They're directional, too, and the beam they cast helps you to see the road ahead, while the brilliant white light doesn't dazzle oncoming cars like some bright xenons can do. Our car comes with the £300 Driver Assist Pack, which adds automatic main beam dipping, but the technology isn't as quick to react as the driver when there's oncoming traffic, so I usually override it.

So the lights are great, but what about the rest of the car? Well, the Leon Cupra is living up to its billing as a searingly quick hot hatch. Winter's slippery roads meant it was a bit wayward with wheelspin as it tried to put all of its 276bhp through the front tyres, but now the weather is warming up, the added grip means it's easier to access this power.

Our car came out on top on test against the Toyota GT 86 and Subaru WRX STi in Issue 1,356, while our time on track meant I could safely explore the car's limits. As it turns out, the Leon is a great performer, with a stiff, responsive chassis, fast steering and a crisp DSG gearbox.

One niggle I have with our car is the three-door body. It's tricky to get in and out of the back seats, and installing my two-year-old son in his car seat is a bit of a fiddle, as you have to negotiate a slightly narrow opening behind the front seats. However, once in place, there's plenty of room, and the hatchback body means it's more spacious than a coupé.

Another minor quibble is how the Cupra looks. Aside from the big wheels, LED headlights and Cupra logo across



# SEAT Leon Cupra

**■ SECOND REPORT** Three-door impresses with its dazzling LED light

the bootlid, there's not a great deal to differentiate it from the lower-spec Leon FR. However, in some ways I like this subtle approach, as it means the Cupra doesn't attract attention like other hot hatchbacks, which means I can get on with enjoying driving it.

**MY RATING** ★★★★★

## HANDLING

Night or day, Cupra continues to wow us with sharp cornering and strong pace; cabin has high-quality feel





**GOOD & BAD POINTS...**  
 "The Leon packs plenty of performance, but slippery winter roads mean it's been hard to make the most of its potential."

**TESTERS' NOTES...**  
 "SEAT claims 44.1mpg for the Cupra, but use its performance and you'll barely manage half that - we've only scraped into the low thirties."  
**SEAN CARLSON**  
 SENIOR ROAD TESTER

## Essentials

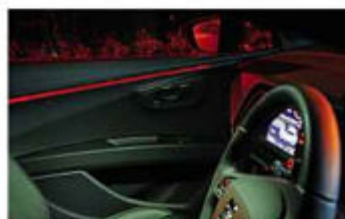
### SEAT Leon SC Cupra 280

On fleet since:	November 2014
Price new:	£28,530
Engine:	2.0-litre 4cyl, 276bhp
CO <sub>2</sub> /tax:	149g/km/£145
Options:	Driver Assist Pack (£300), Leather Pack (£765), Safety Pack (£120), electric sunroof (£765), adaptive cruise control (£505), space-saver spare wheel (£100)
Insurance*:	Group: 33 Quote: £340
Mileage/mpg:	6,290/31.9mpg
Any problems?	None so far

\*Insurance quote provided by AA (0800 107 0680) for a 42-year-old living in Banbury, Oxon, with three points.



Pete Gibson



**LIGHT SHOW** LED lights cast an impressive beam, while interior is enhanced by LED door lighting, which turns red in Cupra mode



**DRIVE PROFILES** Comfort mode is perfect for motorway cruising; Cupra enhances limited-slip diff, adaptive dampers and throttle



**REAR SEATS** Three-door body means access here is awkward, particularly when Dean has to put his young son in child seat

## Fleetwatch



### Peugeot 308 SW

WE only topped up our Peugeot 308 SW with AdBlue fuel additive in Issue 1,361, but it's already asking for more. It turns out the 1.5-litre bottle senior photographer Pete Gibson poured into the tank barely touched the sides.

Our man went back to his local Peugeot dealer, Robins & Day in Chelmsford, Essex, but this time he bought a 10-litre container of AdBlue. However, the can didn't come with the special filler neck that allows you to pour the liquid into the tank. So, how do you get the AdBlue into its reservoir?

One of the Robins & Day staff suggested we cut the old bottle in half and use it as a funnel. So, armed with scissors, Pete soon replenished the 308's tank. It should now go for 12,500 miles before any more of the additive is needed.

### Fiat Panda Cross

THE Fiat Panda Cross went back to its natural habitat recently. On a long weekend visit to his parents in the Devon countryside, online content editor Tom Goodlad found that the Panda was ideal for negotiating the tight, twisty country lanes, thanks to its nippy TwinAir engine and high-set driving position.

It wasn't the most economical car for the trip, plus the Bluetooth failed to connect with his smartphone at every attempt, but these niggles didn't stop the characterful Fiat from raising plenty of smiles.

## Our fleet

<b>Audi TT</b>
Issue 1,359
<b>BMW i3</b>
Issues 1,338, 1,353, 1,362
<b>Citroen C4 Cactus</b>
New arrival
<b>Fiat Panda Cross</b>
Issue 1,359
<b>Ford Transit</b>
Issue 1,363
<b>Hyundai i10</b>
Issues 1,332, 1,338, 1,348, 1,357
<b>Kia Soul EV</b>
Issues 1,350, 1,360
<b>Lexus NX 300h</b>
New arrival
<b>MINI Cooper D 5dr</b>
Issues 1,346, 1,352, 1,360
<b>Peugeot 308 SW</b>
Issues 1,342, 1,356
<b>Range Rover Sport</b>
Issues 1,356, 1,363
<b>Renault Twingo</b>
New arrival
<b>SEAT Leon SC Cupra</b>
Issue 1,353
<b>Skoda Superb Estate</b>
Issues 1,347, 1,358, 1,362
<b>Suzuki Swift</b>
Issue 1,358
<b>Vauxhall Corsa</b>
Issues 1,354, 1,361
<b>Volkswagen Golf GTI</b>
Iss. 1,320, 1,332, 1,341, 1,352

show as much as its pace



**CO<sub>2</sub>/tax**

149g/km  
 £145 or 24%



**Practicality**

Boot (seats up/down)  
 380/1,210 litres



**Running costs**

31.9mpg (on test)  
 £56 fill-up



# Marketplace

**FurnitureClinic**  
care and repair

**LEATHER CARE & REPAIR SPECIALISTS**  
Manufacturers of a unique range of leather cleaning, repair & restoration products.

Before After Before After

- SCUFFS, SCRATCHES, RIPS, STAINS & BURNS • COMPLETE RESTORATION OR COLOUR CHANGE
- CLASSIC & MODERN CARS • DIY CLEANING, REPAIR & RESTORATION KITS AVAILABLE
- NATIONWIDE LEATHER REPAIR BRANCHES

Furniture Clinic, Unit 10, Hobson Industrial Estate, Burnopfield, Newcastle Upon Tyne, NE16 6EA  
tel: 0844 879 3691 fax: 01207 270 940 email: enquiries@furnitureclinic.co.uk web: www.furnitureclinic.co.uk

**SOFT99** is Japan's biggest car care products manufacturer



TRY IT. TO BELIEVE IT

Like us on Facebook

www.nipponshine.com

Auto EXPRESS RECOMMENDED 2015

**CLASSICCARSERVICES**

AWARDS '09  
**FAST**  
WINNERS

**Car Interior Specialists**

Guaranteed Quality & Service

Vintage to brand new cars  
Full bespoke re-trims,  
repairs - Leather - Cloth  
- Alcantara - Vinyl

Hoods and Tonneaus  
made and fitted

Interiors made and fitted  
to any make or model

T: 0116 269 2607 E: sales@classiccarservices.co.uk  
**www.classiccarservices.co.uk**  
Unit 2, R/O 10 Silverdale Drive, Thurmaston, Leicester

**McGard**  
www.mcgard.co.uk





# CAR CARE SPECIAL

**AE** Kim Adams and Henry Willis  
WITH the worst of the winter weather behind us, it's likely that your car will need a spruce-up before it's back to looking its best.

Road salt, grit and grime can play havoc with your car's bodywork, while inside can look pretty tired, too, after months of abuse.

For this Car Care Special, we tested more than 110 products that can help you get that as-new look back to your car. Over the next few pages we pick out the star performers, while at [autoexpress.co.uk](http://autoexpress.co.uk) we have a full rundown of everything we tested.

Plus, we enlisted the help of the AA to look at eight DIY jobs you should consider to ensure your car is ready for action – and recommend the products you'll need to carry them out.



## OVER 110 TOP PRODUCTS TESTED



# WAX AND POLISH

We test 10 products to see which provides best protection

**AE** A PROTECTIVE wax or sealant is at the heart of keeping your car looking good. It seals in that shine and slows the damaging effects of grit, grime and traffic film. It not only helps your car look great, but will also preserve its value come resale time. No surprise, then, that it's at the centre of our car care special – we test 24 waxes, polishes and sealants to find the one that will make your bodywork sparkle.

Key to applying that protection is preparation. With the winter grime removed and the car washed and dried, inspect the finish. If the clearcoat is marked, a colour restorer may be needed to let the paint shine through. Run your hand over the surface through a plastic bag, feeling for a smooth finish. If it feels

like sand paper, it will need claying to ensure the best bond with whichever protection you're applying. Bilt Hamber's £9.95 auto-clay regular (01277 658899, [www.bilthamber.com](http://www.bilthamber.com)) is our current favourite.

Once you're happy the paint is ready, apply your protective coat following the instructions carefully.

And which should you apply? We put 24 on to a sectioned off bonnet, noting ease of application, plus what you get in the pack. But our main focus was on durability, as we monitored beading over six wet winter weeks including several days under an inch of snow.

Finally we factored in price – taken from a variety of online sources – taking into account that you need to use less with paste waxes than liquid versions.

**NEED TO KNOW...**  
"Paste waxes are harder and more time-consuming to apply but the effort is worth it as they last longer"



## Bilt Hamber double speed-wax

Price: £14.95 Size: 250g

Contact: 01277 658899, [www.bilthamber.com](http://www.bilthamber.com)



**BEST BUY** BILT-Hamber says new wax is its best ever, and it led our beading tests throughout, only matched by Fusso. The speed at which it shifted water was barely diminished over our six-week test. Despite the performance, double speed-wax is great value as you don't use much and the price includes sponge applicator and microfibre cloth.

Rating: ★★★★★



## Soft99 Fusso Coat

Price: £19.99 Size: 200g

Contact: [www.nipponshine.com](http://www.nipponshine.com)



**RECOMMENDED** GREAT debut from Soft99's Fusso Coat, now available in the UK from Nippon Shine. Only in our final beading assessment did it trail the Bilt-Hamber. Until then they were hard to separate. Fusso Coat, which comes in versions for dark and light paint (we tested the latter), also had to give best on price. A super product, and we liked the tin's paint-friendly plastic base.

Rating: ★★★★★



## Armor All Shield

Price: £18.99 Size: 500ml

Contact: 0845 602 1995, [www.armorall.eu](http://www.armorall.eu)



FORMER champ has to settle for a podium, having been outperformed by our newcomers. But its claim that it's "even better than a wax" rings true as it had the rest of the field beaten. It's certainly the easiest to apply, with no need to wait for it to cure or haze and no resistance to buffing. Price isn't quite so competitive and you use more, but an applicator and microfibre cloth are included.

Rating: ★★★★★



## Autoglym High Definition Wax

Price: £45.99 Size: 150g

Contact: 01462 677766, [www.autoglym.com](http://www.autoglym.com)

THIS Autoglym kit includes all you need, such as sponge applicators, a resealable storage bag and microfibre cloth. The wax is also really effective and good to apply as the whole car is done before buffing. It's not quite as fast as the best, but it was still working quickly at the end. Only downside is the price, which has risen a bit since our last test.

Rating: ★★★★★



## Turtle Wax Perfect Finish Sealant Wax

Price: £9.99 Size: 300ml

Contact: 01695 716610, [www.turtlewaxeurope.com](http://www.turtlewaxeurope.com)

NEW Sealant Wax looks very similar to Turtle Wax's noughties star, Gloss Guard. It's thin and water-like, so easy to apply plus buff to a shine, after you allow it to dry to a haze. It worked throughout, although it was a touch inconsistent, plus it seems that wax tech has moved on.

Rating: ★★★★★



## Muc-Off über wax kit

Price: £28 Size: 70g

Contact: 01202 307790, [www.muc-off.com](http://www.muc-off.com)

MUC-Off has had a rethink on über wax since our last test, cutting the price from £80 to £28 and reducing the pack size from 150g to 70g. But the sweet-smelling formula still works well, and was beading water throughout the test. It's still not the cheapest option, although it's effective, and you get an applicator, cloth and drawstring bag.

Rating: ★★★★★





### Bilt-Hamber finis-wax

Price: £29.99 Size: 250g

Contact: 01277 658899, [www.bilthamber.com](http://www.bilthamber.com)

A REGULAR top finisher in this test, finis-wax didn't disappoint this time around. It was only a fraction behind stablemate double speed-wax in a couple of assessments, and was still shifting water rapidly at the end. You get a sponge applicator and microfibre cloth, and it goes on easily, before you leave it for up to 15 minutes. There's a little resistance when buffing, but no dusting.

Rating: ★★★★★



### Simoniz Original Wax

Price: £7.99 Size: 150g

Contact: 0161 866 4800, [www.holtsauto.com](http://www.holtsauto.com)

CLASSIC gold and red livery has spread across the Simoniz range, and Original still performs. Waxes have moved on since it was formulated, so it's not easy to apply, with buffing requiring effort. But that's not wasted as it delivers a fine, water-repellent coat that rivals more modern products. The price is also very attractive.

Rating: ★★★★★



### Angelwax Corona

Price: £14.95 Size: 250ml

Contact: 0141 886 6732, [www.angelwax.co.uk](http://www.angelwax.co.uk)

PACK calls this a "synthetic spray wax", but use isn't restricted to paintwork. Angelwax reckons it can also restore plastic, vinyl and rubber, and be used as a tyre shine. It works on paint as it was beading throughout our test, if not as fast as our top three. Simply apply sparingly – there's no need to work in – leave to dry, then buff. Pick of the sprays.

Rating: ★★★★★



### Black Diamond Super Shine

Price: £6.99 Size: 500ml

Contact: 01438 749501, [www.blackdiamondproducts.co.uk](http://www.blackdiamondproducts.co.uk)

AS paste waxes and sealants dominate this sector, it's good to see a liquid make our top 10. It goes on easily, with no hard rubbing or buffing, and it works – not as vigorously as the best, but it only faded at the end of the test. Easy on the pocket, too. Our liquid pick.

Rating: ★★★★★

## BODY SHAMPOO



### Shift dirt with our pick of washes

**AE** BEFORE you apply wax, polish or any other detailing product, you need to make sure your car's bodywork is clean, and the best way to do this is by hand, with a sponge and a bucket filled with warm water mixed with shampoo.

It's one of the more straightforward car care jobs you can do, although you still need to take care to get the right results first time. For example, it's worth using two buckets – one with warm water and shampoo, the other with just cold water. After every sweep, rinse the sponge in the clean water to remove grit, so you don't scratch your bodywork. Then dunk it back in the shampoo again.

### Bilt-Hamber auto-wash

Price: £9.14 Size: 300ml

Contact: 01277 658899, [bilthamber.com](http://bilthamber.com)

**BEST BUY** DON'T worry about the tiny 300ml bottle, as this powerful shampoo works wonders, even with only a small serving. So much so that a 5ml drop in our bucket consistently beat rivals in its beading performance. Shifting grime is effortless, and all for 15p a wash.



### Halfords Car Wash

Price: £6.49 Size: 2,500ml

Contact: 0345 504 5353, [halfords.com](http://halfords.com)

**RECOMMENDED** BIG Halfords pack isn't far behind the Bilt-Hamber on value. You only need 50ml of solution per wash – and considering this is sold in a 2,500ml bottle, you'll get your money's worth. It trails the best on beading, but it still does a great job at shifting muck fast.



### Autoglym Bodywork Shampoo Conditioner

Price: £4.87 Size: 500ml

Contact: 01462 677766, [autoglym.com](http://autoglym.com)

PERFORMANCE was hard to call between this and the Simoniz, but Autoglym edges it with superior beading – it delivers on its claims to leave a water-repellent finish. Still works out pricier than rivals, but it shouldn't disappoint.

Rating: ★★★★★



### Simoniz Protection Car Wash

Price: £7.99 Size: 2,000ml

Contact: 0161 866 4800, [holtsauto.com](http://holtsauto.com)

EACH wash costs just 7p here. Add 20ml to a bucket of warm water, and you'll still have plenty of the 2,000ml pack left. It's won our tests before, but has been overtaken by rivals – they give a superior finish, beading water. Still good value, all the same.

Rating: ★★★★★





# WHEEL CLEANER

How to get alloys sparkling, and keep them that way

**AE** WHEELS operate in a seriously tough environment, baked by hot brakes and peppered with dust that bonds to the hot surfaces. That's why a specialist cleaner is needed for all but the lightest covering.

Soap and a mitt or sponge will be able to clean rims with a good paint finish that haven't been neglected, but if the black stuff has been able to get a firm hold, something a little stronger is needed.

In recent years, cleaners which are left on for a few minutes and then turn purple as they lift off brake dust have become popular. They're effective, but often have an unpleasant bad-egg odour. Their rise has

also been helped by their ability to work on all wheel surfaces, including the chrome that protects the finish on wheel bolts, which may be dulled by more aggressive cleaners.

The most effective cleaners require only a little more attention after being left to work. Finding the best is not easy as it's hard to evaluate the role of the solution separate from brushing.

We refined our test for the 14 contenders using minimal pressure on a brush to see which released the grime on several long-neglected wheel trims the best. We also took into account price, supplied brushes and their ability to be used on all types of finish.



## Bilt Hamber auto-wheel

**Price:** £12.95 **Size:** 1l **Contact:** 01277 658899, [www.bilthamber.com](http://www.bilthamber.com)

ONE of the first of the new wave of 'purple' cleaners hangs on to its crown, but it was close. Even with the lightest of agitation auto-wheel made good progress on our filthy trims, leaving just a few streaks. You need to let it work for five minutes until it turns dark purple. Then, a pressure washer blast or brushing is all that's needed. It's not the cheapest of those tested, but does include a wheel brush.

**Rating:** ★★★★★



## Simoniz Alloy Clean Plus

**Price:** £5 **Size:** 500ml **Contact:** 0161 866 4800, [www.holtsauto.com](http://www.holtsauto.com)

NEW from Simoniz, Alloy Clean Plus is non-corrosive and can be used on most surfaces, including chrome. Oddly, you have to leave it to soak for a few minutes after brushing, but it worked the same, delivering a similar result to our winner after a gentle rinse. Designed to be used on both wheels and tyres, this newcomer does without the off smells of 'purple' cleaners.

**Rating:** ★★★★★



## Turtle Wax Wheel Clean

**Price:** £5.49 **Size:** 500ml **Contact:** 01695 716610, [turtlewaxeurope.com](http://turtlewaxeurope.com)

OUR revised test suited this old-school wheel cleaner, which showed a return to form. It's been around for a while, but the pack says it can be used on chrome without damage. Like the newcomer from Simoniz, it's sprayed on, worked in, then left to soak before rinsing. It was behind our top two, but made good progress given the small amount of brushing required.

**Rating:** ★★★★★



## Wonder Wheels Super Alloy Cleaner

**Price:** £7.99 **Size:** 500ml **Contact:** 0161 764 5981, [www.tetrosyl.com](http://www.tetrosyl.com)

THE Super Alloy Wheel Cleaner has been a serial winner in this test, but it's a touch old fashioned among current rivals with an aggressive formula. Just about any rim or surface that isn't lacquered, plastic or steel is ruled out, including chromed wheel nuts. But it's a fine cleaner if you have rims it can work on. It's not the cheapest, but it does feature a wheel brush.

**Rating:** ★★★★★

## TYRE SHINE

Get tired tyres looking just like new



**AE** WHEELS are key to a car's appearance, but the even coolest alloys will look tame if they're wrapped in a grey, grimy tyre. The solution is a tyre shine, which can restore that 'as new' look to the sidewall of even the most tired rubber.

It's not all for show, either, as regular treatment with a tyre shine keeps rubber supple and slows the damaging effects of ultra-violet light that can cause cracking and premature failure. Applying a tyre shine is usually quick and easy, plus most won't break the bank.

Even though it's quick to use a tyre shine, you don't want to top it up after every wet journey, so our test concentrated on durability. We applied 17 cleaners to two sectioned-off tyres with a control to monitor the grime built up. We then ran the car through five weeks of winter weather, regularly checking the appearance, including after a wet 150-mile drive shortly after application.

## CarPlan Tyre Slik

**Price:** £4 **Size:** 500ml

**Contact:** 0161 764 5981, [www.tetrosyl.com](http://www.tetrosyl.com)

TYRE Slik has never been beaten in our tests, but the competition gets ever closer to unseating it. CarPlan secured the win as it was slightly darker at the finish, maintaining its record. A cracking price and easy application, too.

**Rating:** ★★★★★



## Halfords Wet Look Tyre Shine

**Price:** £3.99 **Size:** 500ml

**Contact:** 0845 762 6625, [www.halfords.com](http://www.halfords.com)

SIMILAR price and performance made this the closest any product has come to stopping Tyre Slik's success, but it was a bit lighter at the final assessment.

**Rating:** ★★★★★



## Simoniz Back To Black Tyre Shine

**Price:** £5 **Size:** 500 ml

**Contact:** 0161 866 4800, [www.holtsauto.com](http://www.holtsauto.com)

SIMONIZ didn't cope as well as our top two after the 150-mile drive, but it was visible at the end of five weeks, although not as dark as our winner.

**Rating:** ★★★★★



## Black Diamond Tyre & Trims

**Price:** £4.99 **Size:** 500ml

**Contact:** 01438 749501, [www.blackdiamondproducts.co.uk](http://www.blackdiamondproducts.co.uk)

THIS is ideal if storage space is tight because it can be used on sidewalls and exterior plastic trim. It's not as easy to apply as our top three, but once on it works well.

**Rating:** ★★★★★





# WIN A TANK-TASTIC HOLIDAY TO PRAGUE!

- ★ FLIGHTS FROM THE UK FOR TWO PEOPLE
- ★ 3 NIGHTS IN A 5-STAR HOTEL
- ★ TANK DRIVING EXPERIENCE
- ★ PRIVATE RIVER DINNER CRUISE

ENTER FOR **FREE** NOW  
AT [BOTB.COM/FREE](http://BOTB.COM/FREE)



**BOTB.COM**  
WIN YOUR DREAM CAR



**ULTRA FAST**

## DIESEL PARTICULATE FILTER CLEANER

**CLEARs AND REGENERATES BLOCKED SOOT FILTERS**



tel: 02476 472634  
[helpline@wynns.uk.com](mailto:helpline@wynns.uk.com)

[www.wynns.uk.com](http://www.wynns.uk.com)

Available from Halfords and most Motor Accessory Shops



# PRESSURE WASHER

Blast away dirt for ultimate clean in double-quick time

**AE** NOT only do pressure washers save time when it comes to shifting tough grime away from your car, they also eradicate the chances of accidentally scratching paintwork by using a sponge.

Although buying one may seem like an expensive outlay at first, a washer can actually save you money in the long run,

as it spares the expense of sponges, brushes and other cleaning tools. Plus, the most economical washers use less water than you would filling up multiple buckets.

We chose our favourite four based on cleaning performance, the amount of tools they're bundled with, accessory storage, cord and hose length and price.



## Vax Power Wash VWP4B

Price: £173.99 Contact: 0330 026 8455, [www.vax.co.uk](http://www.vax.co.uk)

OUR old test favourite, the VWP4, has undergone a bit of a revamp, but this new VWP4B model packs just as impressive a punch with the same equipment. Where it does differ, however, is in the looks department, as it's now a more attractive package. Its 2,500W motor blasts through tough grime, while its variable flow rates make fine cleaning easy. It's a doddle to switch between turbo, fan and soap modes, and its 10m hose scores points.

Rating: ★★★★★



## Makita Aquamak HW132

Price: £195 Contact: 01908 211678, [www.makita.co.uk](http://www.makita.co.uk)

THIS well built Makita unit impresses with its solid feel to take our Recommended award. On test, we liked that the Aquamak doesn't fall over when its eight-metre hose is pulled out, while everything has a high-quality feel. It's bundled with two pouches of detergent for cleaning and a brush, too – although we struggled to fit this in the built-in storage compartments. This washer is all about quality, which is backed up by powerful performance.

Rating: ★★★★★



## Nilfisk P150.2.10 X-TRA

Price: £299.99 Contact: 01768 868995, [www.nilfisk-alto.com](http://www.nilfisk-alto.com)

ANOTHER pricey pressure washer, but again, this is worth the money with an assured, first-rate feel to it. The Nilfisk P150.2.19 X-TRA is weighty, although it's better built than rivals as a result. We like the way the hose unwinds from its built-in reel as you walk away with it, rather than toppling the washer over, as we found with inferior kits. Storage is great for extra lances, detergent output is variable and this delivers top grime-shifting performance.

Rating: ★★★★★



## RAC 2000W Pressure Washer

Price: £119.99 Contact: 0203 474 0909, [www.racshop.co.uk](http://www.racshop.co.uk)

WHILE this RAC washer may represent a big saving for your wallet compared to other units on test, its quality isn't compromised over high-performing rivals. Bundled in the kit is a selection of bodywork and rotary brushes, as well as variable and turbo lances and a patio cleaner. Storage is sufficient to house most accessories, except for the lance mount soap dispenser. Cleaning was good, especially considering how much this costs.

Rating: ★★★★★

# BUMPER SHINE

Give your car's body the factory glimmer

**AE** IT'S easy to think that the growing popularity of painted bumpers means you can do without a specialist plastic protectant, but you'd be wrong.

While there are no longer so many large expanses of bumpers, plenty of smaller bits still require protection. These include spoiler edges, grille inserts, body mouldings, wheelarch trims and wing mirror mounts. Left unprotected, they risk losing their shine and potentially colour, too.

We applied 12 products to a bumper, left it in out in winter weather and checked how each beaded water.



## Auto Finish Bumper Shine

Price: £6.99 Size: 500ml

Contact: 0161 764 5981, [www.tetrosyl.com](http://www.tetrosyl.com)

ON our bumper, we couldn't separate this Auto Finish gel from Gtechniq's T1, but this formula from the Tetrosyl line-up is much easier on the wallet, so takes a clear victory. Application is easy, too.

Rating: ★★★★★



## CarPlan Original Black

Price: £5 Size: 500 ml

Contact: 0161 764 5981, [www.tetrosyl.com](http://www.tetrosyl.com)

A REGULAR top performer in our tests, Original Black proves that when it comes to protecting rubber and plastics, Tetrosyl knows what it's doing. This fast-working kit slows the build-up of grime on exterior trim, plus it can be used on tyre sidewalls.

Rating: ★★★★★



## Gtechniq T1 Tyre and Trim

Price: £13 Size: 250ml

Contact: 01327 811015, [www.gtechniq.com](http://www.gtechniq.com)

ONE look at the Gtechniq's price and pack size reveals why this isn't at the top of the pile, but it's well worth trying. It beads very quickly, barely allowing water to sit on the surface before running it away. Plus, it can be used on tyres.

Rating: ★★★★★



## Black Diamond Tyre & Trims

Price: £4.99 Size: 500ml

Contact: 01438 749501, [www.blackdiamondproducts.co.uk](http://www.blackdiamondproducts.co.uk)

THIS well priced Black Diamond trigger spray lived up to its name by working well on both trim and tyres, but it just lacked the speed of our top kits.

Rating: ★★★★★





# TV Advertising EVERYDAY for **5** Months



**YES!** that's over  
**150 days** of  
continuous advertising.

**Plus**, Magazine,  
Radio &  
Football Sponsorship  
**GET INVOLVED!**

## BIGGEST MEDIA CAMPAIGN EVER!



Press the button - Next day service - [www.TetrosylExpress.com](http://www.TetrosylExpress.com)

0161 762 6789 ...we're here to help!

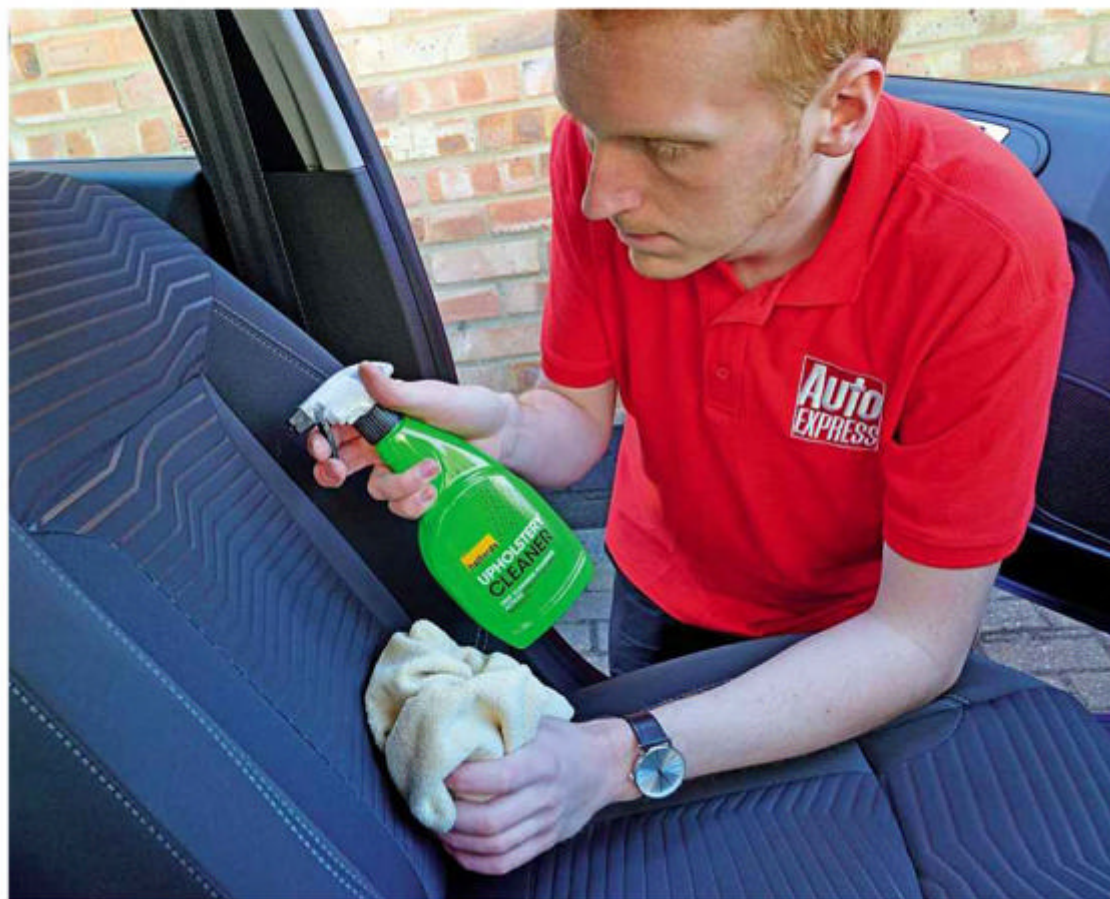


**AE** EAT and drink in your car, or simply transport young children, and you'll soon be faced with stains and marks on seats and carpets. Even if your car is a child and food-free zone, grime can still build up on fabrics with general use.

A specialist cleaner is required, as you don't want to lose the upholstery's original colour along with the grime. Before starting, plan ahead and allow plenty of time as cleaners will leave seats damp; you'll need to give them time to dry.

After vacuuming loose dirt and crumbs, test the cleaner in an unseen spot before spraying the surface and working in. A damp cloth can speed up the process, removing grime and rinsing as you go. But which is the cleaner to use?

We tried 16 and made our test tougher by adding coffee and tea to the butter and ballpoint ink stains we inflicted on our grubby scrapyard seat. But we used minimal passes with our cloth and focused purely on how well the cleaners removed stains and general grime.



## UPHOLSTERY CLEANER

Transform tired seats and get rid of worn-in food stains and grime

### NEED TO KNOW...

"It's important that you test a cleaner on an out-of-sight area of upholstery first, to ensure it doesn't mark the trim. Once you're confident it won't have any negative reaction on your car's cloth, you can get to work on marks and stains"

### Halfords Upholstery Cleaner

Price: £3.99 Size: 500ml

Contact: 0845 762 6625, [halfords.com](http://halfords.com)

REVISED test really suited the newly packaged Halfords Upholstery Cleaner, which has performed well in the past. It may be the cheapest on test, but that isn't the only reason it's our champion; it was consistently good across all the tests. Others performed better in some areas, but strong progress on all our stains – particularly the tricky butter – secured it the win. It also fared well on the ink, which several rivals found very hard to shift.

Rating: ★★★★★



### Simoniz Upholstery & Carpet Cleaner

Price: £5 Size: 400ml

Contact: 0161 866 4800, [holtsauto.com](http://holtsauto.com)

ANOTHER new look for our runner-up from Simoniz. The aerosol has a brush built into the head, but it isn't the easiest to use. It can be folded out of the way so you can use a cloth instead, which we preferred. Plenty of grime came off on the cloth after spraying, soaking and wiping so it was no surprise to see a best-on-test performance when it came to removing the embedded grime. It fared well on the self-inflicted marks, too, especially the butter, with only the ink causing a problem.

Rating: ★★★★★



### Eco Touch Carpet & Upholstery

Price: £6.49 Size: 500ml

Contact: 01246 292929, [eco-touch.co.uk](http://eco-touch.co.uk)

ECO Touch claims the gloves are off with this upholstery cleaner as the chemical ingredients are non-toxic and biodegradable, so safe to use with bare hands. Despite its eco-friendly formula, it still works well, with only the stubborn ink proving a problem. Just spray on, leave to penetrate for a couple of minutes then blot and wipe off the grime. Like our all our top four it made good progress on the stains, particularly the coffee and tea.

Rating: ★★★★★



### Britemax Interior Cleaner

Price: £10.99 Size: 709ml

Contact: 01342 893015, [britemax.co.uk](http://britemax.co.uk)

If you want a comprehensive cleaner that can tackle all cabin surfaces and materials, look no further than this big-pack cleaner from Britemax. Not only can it be used on fabric and plastic, but it's also safe to spray on vinyl, rubber, mats and smooth leather. Yet don't think this jack-of-all-trades formula is a master of none as it scored well across all our stains and marks, making particularly good progress on the tricky ballpoint pen ink.

Rating: ★★★★★





**AE** KEEPING your car's interior clean needn't involve spending hours and hours scrubbing.

You can stay on top of light marks here and there with interior wipes, which are a handy compact solution that can be stored in the glovebox or boot for touch-ups or to clean in emergencies after spillages.

These disposable wipes can be used on most types of materials inside your car – everything from dashboard plastics to cloth upholstery and even some luxurious leather finishes – and some are on sale for a bargain price when compared to regular valeting products.

To put a selection of wipes to the ultimate test, we made the interior of our car deliberately mucky by working in everyday food and drink, as well as ink – the kind of marks that parents of young children have to encounter on a regular basis.

And we found the following four worked best at shifting grime.

#### NEED TO KNOW...

"Packs of wipes are convenient alternatives to spray cleaners, and are handy for keeping in the glovebox to clean up accidental spillages in the cabin. Just make sure you reseal the pack, or the rest of the wipes will dry out and be useless"



# CABIN WIPES

Keep these wipes close at hand and stay on top of spills and stains

## CarPlan Upholstery Wipes

Price: £2.99

Contact: 0161 764 5981, [www.tetrosyl.com](http://www.tetrosyl.com)

PACKAGED in a neat tub of 20, the CarPlan Upholstery Wipes should fit in most cup-holders for easy reach. But it wasn't just practical storage that scored these wipes valuable points – the cleaning performance was best of the four on self-inflicted stains, acting hard on food mess and inky marks. Although they struggled to pick up the last traces of some stubborn greases – and the linen smell is a bit strong – these sweep up as the top pick.

Rating:

★★★★★



## Halfords Dash Wipes

Price: £2.49

Contact: 0345 504 5353, [halfords.com](http://halfords.com)

ONE of a number of gems in Halfords' own-brand car cleaning range, these wipes hit hard on interior grime and give off a pleasant lemon scent. On both hard plastic and upholstery surfaces, the wipes tackled rubbed-in chocolate with ease, plus they cleaned up margarine marks with no fuss. Some people will really like the low-sheen finish they left on plastics, and they're great value, too.

Rating:

★★★★★



## Big Wipes Interior

Price: £4.99

Contact: 01488 689400, [saxon-shop.com](http://saxon-shop.com)

BIG wipes have disappointed in previous tests, but the formula has been reworked and now we rate them highly. The huge tub contains 40 wipes – twice as many as most rivals – and each wipe is bigger than normal, too, so they'll last longer than most, which justifies the higher than normal price tag. Soaking up and cleaning coffee, grease and ink stains was easy for these, although worked-in chocolate proved more of a challenge.

Rating: ★★★★★



## Armor All Orange Cleaning Wipes

Price: £2.59

Contact: 0845 602 1995, [armorall.eu](http://armorall.eu)

WE found that the Armor All wipes worked best on fabric and plastic surfaces, compared to every other use inside the car. They were enough to shift light staining from coffee and chocolate on our seats, while even moderate ink markings were removed, too. Storing these inside the car could be a problem, because the tub is larger than others, but there are 30 wipes included, which is more than most rivals here.

Rating: ★★★





## Our expert advice from...

AA Technical Specialist Patrol Stewart Topp is a one-time AA Patrol of the Year and has helped us pick out eight DIY jobs you can do to get your car ready for spring. Plus we've chosen the products worth using while doing them.



**Stewart Topp**  
AA patrolman



# WORKSHOP WINNERS

Eight products ideal for car DIY as you get ready for spring

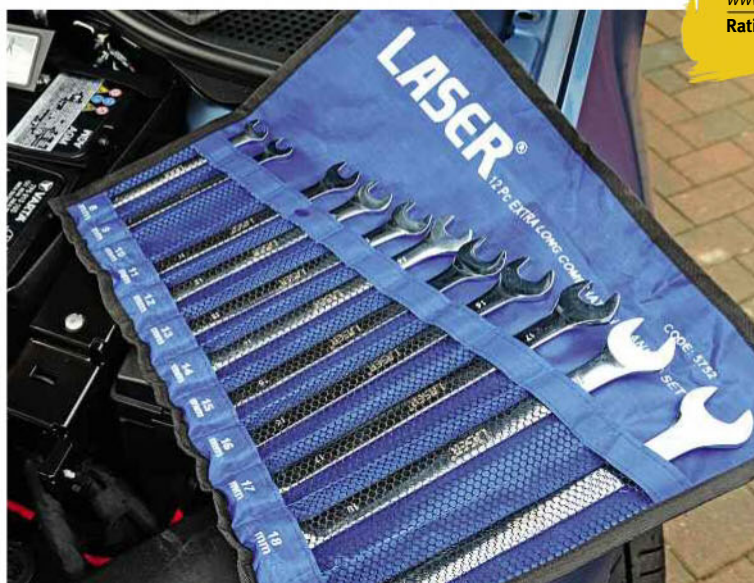


**Henry Willis**  
Henry\_Willis@dennis.co.uk  
@WineryHills

**AE** WINTER driving can take its toll on cars. Plunging temperatures often combine with an increased level of road salt and airborne grime to play havoc with the bodywork and mechanicals.

To ensure the worst of the weather is behind you and your car, we enlisted the help of Stewart Topp, an experienced patrolman with the AA, to guide us around a car and suggest what jobs the average motorist should do to be ready for spring.

With this advice in mind, we've rounded up some helpful products for drivers to swap seasons as easily as possible, with some DIY input.



## Laser Extra Long Combination Spanner Set 12pc 5752

Best price: £52.48

Contact: 01926 815 000,

[www.lasertools.co.uk](http://www.lasertools.co.uk)

Rating: ★★★★★

THE sheer number of tools in this set could be key in changing any batteries and bulbs that have suffered problems over the harsh winter months. Every size is present from 8mm up to 19mm, so most common sizes of nut will be catered for – great for taking off battery clamps, accessing tricky terminal clamps or removing awkward light lens units. The spanners are marked on either side and presented in a tool roll.





## Draper 3 Tonne Light Duty Trolley Jack 27635

Best price: £50.95

Contact: 023 8049 4333,

[www.drapertools.com](http://www.drapertools.com)

Rating: ★★★★★

CHANGING from winter to summer tyres can be a DIY task – if you have both sets of rubber already fitted to the rim, all you need to do is swap the sets of wheels. And that means you'll need a jack to lift your car off the ground. This Draper jack was our favourite three tonne-rated product in our Issue 1,336 test.



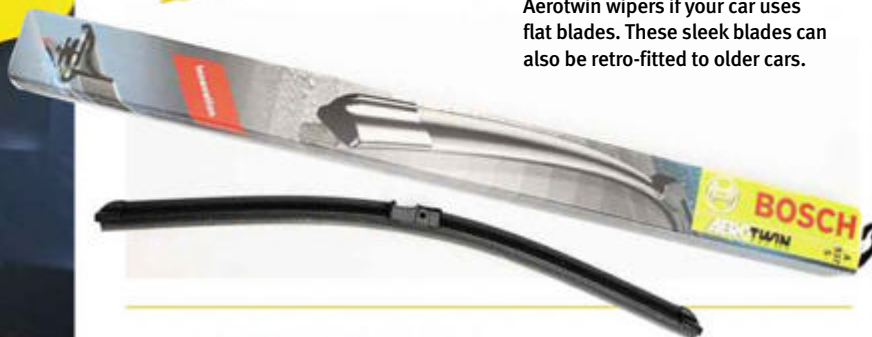
## Bosch Aerotwin wiper blades

Best price: £16.99

Contact: [www.bosch.co.uk](http://www.bosch.co.uk)

Rating: ★★★★★

WINTER can take its toll on wiper blades, as they are made to work harder in poor weather. As a result, they may not be in the best condition when we move into warmer temperatures, and you should check if they need replacing. We recommend fitting a pair of Bosch Aerotwin wipers if your car uses flat blades. These sleek blades can also be retro-fitted to older cars.

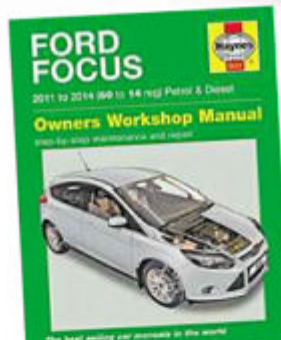


## Clarke CAX3TP 3Tonne Axle Stands

Best price: £23.98 Contact: 0115 956 5555,

[www.machinemart.co.uk](http://www.machinemart.co.uk) Rating: ★★★★★

IF you're changing from winter to summer tyres, we'd recommend resting a car on axle stands while it's lifted. It takes the stress away from the trolley jack, and prevents a vehicle suddenly dropping should a jack unexpectedly fail. These Clarke stands are simple yet effective. We were impressed by their sturdy feel and five holding positions. They're rated for three tonnes, so suitable for most cars, and are good value for money.



## Haynes manual

Best price: Varies

Contact: 01206 256101,

[www.haynes.co.uk](http://www.haynes.co.uk)

Rating: ★★★★★

A HAYNES manual is a useful addition to any DIY mechanic's arsenal. Most maintenance books will go into detail about complex jobs, and are handy to have alongside a car's handbook for basic tips and pointers. From step-by-step guides through checking engine fluid levels, to bulb and battery changes, there's a Haynes title available for most cars – and they could help you save money as you'll avoid garage labour rates by taking on jobs yourself.

## Sealey WK01 Windscreen Repair Kit

Best price: £15.01

Contact: 01284 757500, [www.sealey.co.uk](http://www.sealey.co.uk)

Rating: ★★★★★

WITH dirt and gravel likely to lie on the road during the winter months, it's more likely than usual that stones could fly up and chip your windscreen. Insurance-funded repairs can be complicated, so it could be worth trying to tackle light chips and cracks yourself. We tried Sealey's kit to fill a small ding. Injecting the resin is awkward, as is getting a smooth finish, but it's good value for money for a kit you can use again and again.



## Swarfega Jizer Degreaser 500ml

Best price: £5.99

Contact: [www.cromwell.co.uk](http://www.cromwell.co.uk)

Rating: ★★★★★

OILS and engine fluids need to be topped up all year round, especially when it's cold. But many drivers won't wipe up spillages if topping up in freezing temperatures, and now could be the time to clean up the mess. Swarfega's Jizer is a degreaser that can remove oil stains, plus deposits left by other stubborn substances. It easily got rid of spilt oil and coolant we'd slopped around our engine bay months ago.

## Kärcher Chassis Cleaner

Best price: £50.90

Contact: [www.amazon.co.uk](http://www.amazon.co.uk)

Rating: ★★★★★



ROADS are treated with road salt and other chemicals in cold temperatures – and these can collect on the underside of your car to form a build-up that can be harmful to the body and paintwork. It's best to give your car's chassis a blast to ensure any dangerous grime is gone. Kärcher's Chassis Cleaner only works with the brand's pressure washers, but it impressed when we hooked it up and used it on our car.





# Car Insurance

Be Wiser... Save Money

- The best policy at the best price
- We search over 30 insurance companies
- FREE Breakdown cover
- FREE Legal protection
- Instant cover and instalments
- Good credit rating? Save up to 40%!

Freephone:

**0800 298 9648**

Online quotes at:

**www.bewiser33.co.uk**



## Be Wiser Insurance



For all your insurance needs - car, motorbike, van, multi-vehicle, home & travel

### Great insurance deals

Adrian Flux know how much you love your car, that's why we are dedicated to finding you a great policy tailored to your specific requirements and driving history. Call us today for a free, no obligation quote.



**0800 085 5000**  
**adrianflux.co.uk**

Authorised and regulated by the Financial Conduct Authority

### Get Your Insurance In Gear



Benefits available include:

- FREE Legal Cover
- Breakdown Cover
- Agreed Value
- Limited Mileage Discounts
- Modifications Cover
- Club Member Discounts





**Auto  
EXPRESS DRIVER  
POWER**  
YOUR VIEWS ON YOUR CARS



**Joe  
Finnerty**

**Got any car queries?**

Joe\_Finnerty@dennis.co.uk  
@AE\_Consumer

## Toyota Auris Mk2

**YOU TELL US...** Hatch is easy to drive, but quality is a concern

**45<sup>th</sup>  
PLACE**

### 2014 Results Auris Factfile

**Years:** 2012 to present **CO<sub>2</sub>:** 128g/km

**Fuel economy:** 52mpg (1.33 VVTi Icon 5dr)

**Best features:** Parking aid, Bluetooth, multimedia touchscreen, stop/start, cruise control

**Prices:** From £8,500

#### OVERALL SCORE

**88.31%**

Bars show where model finished out of 150 cars in our 2014 survey. The lower the rating the better

	150	125	100	75	50	25	1
RELIABILITY							55
BUILD QUALITY							91
RUNNING COSTS							44
PERFORMANCE							141
ROAD HANDLING							108
RIDE QUALITY							66
EASE OF DRIVING							32
SEAT COMFORT							41
PRACTICALITY							57
IN-CAR TECH							25

#### GOOD

"VERY pleased with the new Auris's shape and fresh interior."

"This model is very well equipped, comfortable and economical."

"It's lovely to drive, with loads of gadgets."

"It's comfortable, comes with a high level of equipment and has proven reliable."

"This is a great all-round car for comfort and reliability."

"My car has great build quality, great fuel economy and lots of kit for the money."



**How do you rate your car?**  
Tell us what you think  
[www.autoexpress.co.uk/driverpower](http://www.autoexpress.co.uk/driverpower)

#### NOT SO GOOD

"CHATTERING dash required five trips to the dealer before staff finally found the problem."

"Fitting a rear-facing child seat on an Isofix base leaves the driver or passenger with minimal front legroom and an uncomfortable position."

"A problem with the battery took four visits to the garage to fix."

"It arrived with a damaged steering wheel, which took three months to resolve."

"The hybrid model is poor at high speeds."

**Q**

### Should I pay clutch charge?

THE clutch on my 2013 Peugeot 208 is slipping after 20,000 miles. Peugeot wants to charge £400 to take the gearbox out to investigate, but the car's under warranty. Is this right?  
**Abigail Williams, E-mail**

**A**

*AN inspection charge like this is a common practice in the industry, and will be refunded if the problem is found to be covered under warranty. It seems quite early for the clutch to be going, and we'd hope that it's an issue covered under the manufacturer guarantee.*

**Q**

### Running lights confusion

DOES my 2010 Octavia Elegance have daytime running lights that can be activated by a dealer? The foglight housing has bulbs, but I've been given different answers by Skoda, dealers and forums. Can you clear it up, please?  
**Harry Dinning, E-mail**

**A**

*SKODA'S technical team told us that as long as the bulbs are definitely fitted to the front foglamps, they can be activated by the dealer. For the workshop staff, it should simply be a case of activating them by altering the coding on the car's system.*

**Q**

### What limits on recalls?

A FRIEND has a Passat with hot-starting problems and cutting out, which sounds like the issues I had on my car with the same engine. Is the recall on the injectors of VW Group 2.0 TDI engines still valid if a car hasn't had them changed?  
**Christopher Williams, E-mail**

**A**

*THERE'S no time limit on a recall, so if work was needed when the recall was issued you can still get it done if it wasn't carried out. Makers aren't obliged to provide free recall repairs if the car was more than 10 years old when the recall was first issued, though.*

## WORRIED ABOUT EXPENSIVE CAR REPAIR BILLS?



Get a Quote Online  
[warrantywise.co.uk](http://warrantywise.co.uk)



**Warrantywise**

For full details, flick to our ad in your copy of Auto Express - Just look for Quentin!







#### NEED TO KNOW

The factory-fitted Bluetooth hands-free can be temperamental; sometimes you can hear but can't be heard, and vice versa.

## BUYER'S GUIDE: Renault Laguna

FROM £2,500 Safe, practical Mk3 family hatch and estate look brilliant value used



**Richard Dredge**

THE third-generation Laguna wasn't a success for Renault in the UK when new, even though owners have come to love its build quality, space, practicality and value. Most are quick, all are good to drive and reliability has been strong.

When Renault launched the car in 2007, it notched up 36 points out of a possible 37 in Euro NCAP crash tests, so it's incredibly safe, too. But the best bit is that with the car no longer on offer new – it was axed at the end of 2011 – you can now buy a used Mk3 Laguna for less than £3,000.

#### History

THE Laguna Mk3 hatch debuted in October 2007, with 2.0-litre petrol or diesel engines or a

1.5 diesel. A Sport Tourer estate followed in January 2008 with the same engine options; two months later, the Laguna 2.0 dCi 175 arrived, alongside the 2.0 GT with 180bhp turbodiesel or 205bhp turbo petrol engines.

A Coupé debuted in January 2009, with two petrol options and two diesels. In July 2009, a refresh brought a tweaked exterior design and extra equipment across the range.

Another facelift in November 2010 brought further design changes, extra kit, a simplified model line-up and lower prices.

#### Which one?

ALL the diesels are good; even the 1.5 dCi offers more muscle than you'd expect. But the 2.0-litre versions are the ones to go for, ideally in 148bhp dCi 150

form. There's no need to choose a low-spec car, although most are pretty well equipped.

Even the base Expression has air-con, alloys and electric windows front and rear, while the Dynamique adds cruise control and half-leather trim.

The range-topping Initiale has the most toys, though; it gets electric seat adjustment, leather, parking sensors and sat-nav. Most later examples have TomTom navigation.

#### Alternatives

AS an all-round package, the Skoda Octavia hatch or estate is pretty much unbeatable; it's

easy to drive, comfortable and reliable, so it's no wonder it's always a favourite in our Driver Power satisfaction surveys.

The Peugeot 407 comes in saloon, coupé or estate forms, just like the Laguna, and is well equipped, comfortable and top value – but reliability can be patchy, so buy with care. The Mazda 6 and Honda Accord are rare and alternative choices, yet are reliable and good to drive.

However, for choice you can't beat the Ford Mondeo or Vauxhall Vectra/Insignia; all models are cheap and dependable and have a wide range of engines and trims.

#### Verdict

RENAULT'S lacklustre image and those uninspiring looks conspire against the Laguna, but look beyond them and you can bag a real bargain. The brand made enormous strides in quality and reliability in the run up to the Mk3's launch.

We covered nearly 20,000 miles in the model we ran on our fleet, and were impressed by its comfort and refinement, frugal 2.0-litre diesel and raft of kit. It doesn't score on badge appeal, but if value is more important to you than image, and you want a family car, don't ignore this great French export.

**"No matter how you look at it, the third-generation Renault Laguna is a huge amount of car for the cash"**



## NEED TO KNOW

The gearchange can be notchy on manual cars, but finding a long-term fix can prove elusive.

Tom Wood

## Key cards

ALL Lagunas are sold with two key cards, but they can break or fail. They're costly to replace, so make sure your car comes with two working cards.



## Wipers

LISTEN for any untoward noises from the wiper motor, as these often don't last very long. The fuses can also give problems.



## Lights

THE seals for the rear lights can fail, allowing water into the unit and resulting in condensation. The same goes for the headlights.



## Bonnet

THE bonnet catch can play up, leading to the car refusing to lock – and in some cases the alarm can go off for no apparent reason.



## NEED TO KNOW

Interior trim has a high-quality feel, but it's not immune to fit-and-finish faults, so check for creaks and rattles.

Photos by Tom Wood. Thanks to Imperial Car Supermarkets in Hampshire for loan of Laguna in our pictures.

Contact 023 8098 6917

imperialcarsupermarkets.co.uk

## Performance

0-60mph/top speed  
9.5 secs/130mph



## Running costs

46-54mpg (2.0 dCi 150)  
£78 fill-up

CO<sub>2</sub>/tax

136-160g/km  
£130-£180



## How much?

	12 2012	11 2011	10 2010	58 2009	07 2007
Model					
2.0 140 Expression	£6,825	£5,850	£4,995	£4,150	£3,150
1.5 dCi 110 Expression	£7,795	£6,695	£5,795	£4,750	£3,595
1.5 dCi 110 Dyn./TomTom	£8,295	£7,495	£5,995	£4,795	£3,625
2.0 dCi 130 Dynamique	N/A	N/A	£5,975	£4,850	£3,650
2.0 dCi 150 Dyn./TomTom	£9,500	£7,450	£6,195	£4,950	£3,695
2.0 dCi 175/180 Dyn.	N/A	N/A	£6,295	£5,125	£3,850
2.2 dCi Initiale auto	N/A	N/A	N/A	£3,295	£2,650

AN early, high-mileage Laguna Mk3 can be yours for only £2,500. It'll be a diesel; only one in 10 Lagunas is petrol-powered. The same proportion of models feature automatic gearboxes. Prices for autos start at £3,500 – that buys a 2008 2.0 dCi with around 100,000 miles.

A 2009 Laguna 2.0 dCi Sport Tourer is £3,500, while £6,000 buys an 80,000-mile 2009 Coupé. The most recent estates and Coupés sell for £11,000, while the priciest hatches (on a 12-plate) fetch £9,000.

## Running costs

		Fuel economy	CO <sub>2</sub> emissions	Annual road tax
Model				
2.0 140	24-25	35-37mpg	173-185g/km	£205-£225
2.0T 170 auto	24-26	31mpg	210g/km	£285
2.0T 205 GT	31	34mpg	194g/km	£265
1.5 dCi 110	20-22	55-67mpg	109-130g/km	£20-£110
2.0 dCi 130	23-26	46-47mpg	158-159g/km	£180
2.0 dCi 150	24-30	46-54mpg	136-160g/km	£130-£180
2.0 dCi 175	28-29	43-47mpg	159-172g/km	£180-£205

ALL Lagunas built after April 2009 have variable servicing, meaning checks every two years or 18,000 miles. Only the 2.0 dCi 180 is fixed at every 12 months/12,000 miles. For earlier cars it's every 12 months; petrols at 12,000 miles, diesels 18,000. FAP editions cut this to 9,000 miles.

Service costs range from £184-£282, although all cars need a fresh cambelt every four to six years or 72,000-100,000 miles, at £400-£450. Fresh coolant (£70) and brake fluid (£40) are required every four years. The air-con should be serviced every two years, at around £80.

## Partwatch

	Dealer price	Independent price
Part		
Front brake pads (axle set)	£64.26	£28.89
Brake discs (pair)	£161.02	£75.60
Door mirror glass (electric)	£48.31	£17.10
Front wiper set	£36	£34.74

Prices for a 2010 Laguna 2.0 dCi 150. Dealer figures from Sutton Coldfield Renault, W Mids ([www.suttonparkgroup.co.uk/renewal](http://www.suttonparkgroup.co.uk/renewal)). Independent prices from Euro Car Parts ([www.eurocarparts.com](http://www.eurocarparts.com)).

## Recalls

WHEN you consider that the second-generation Laguna was the subject of nine recalls, and the original car was also called back nine times, it's a measure of the strides made by Renault that this Mk3 version's had only one.

That was issued in April 2010, and affected cars produced between January 2007 and August 2009 – just under 10,000 examples were affected in all. The potential problem centred on the driver's seatbelt mechanism; the pre-tensioner cable could fail, so it didn't restrain the driver in the event of an impact. The solution was to fit a redesigned pre-tensioner.



## Interior

CABIN quality is impressive and the seats comfortable. But rear head and legroom are merely okay; some rivals are more spacious. The Laguna also trails some competitors on boot space, with the 462-litre capacity growing to 1,377 litres with the rear seats folded.

## Contacts

Official  
[www.renault.co.uk](http://www.renault.co.uk)

Forums  
[www.renaultforums.co.uk](http://www.renaultforums.co.uk)  
[www.renaultownersclub.com](http://www.renaultownersclub.com)



[www.autoexpress.co.uk/driverpower](http://www.autoexpress.co.uk/driverpower)

## OUR VIEW

FOR a seven-year-old car, 75th place in our Driver Power 2014 satisfaction survey isn't bad. The Laguna Mk3 got as high as 19th in 2012. In-car tech and comfort are strengths, with ride and handling being the things owners like the least.

## YOUR VIEW

ALICIA Kaye from Doncaster, S Yorks, says her 2010 Laguna 2.0 dCi is great value. "I bought it two years ago," she told us. "It has more kit and space than anything else for the money, and has been very reliable. I've been very impressed by it."



# Car hunter

**£10,000** to spend on spacious diesel estate

**Dear Lawrence,** I've got two old labradors who need space to stretch out, so I'm looking for a comfortable diesel family estate with a large boot. What would you recommend for £10,000?

**Julia Hudson-Smith,** E-mail

**Contact:** Lawrence\_Allan@dennis.co.uk



■ **THE SPACIOUS CHOICE**

## Skoda Superb

**FOR:** Huge boot, spacious, high-quality cabin  
**AGAINST:** Dull styling, tricky to manoeuvre

THE soon-to-be-replaced Mk2 Skoda Superb is one of the largest estates in the UK. The boot's nearly 100 litres bigger than rivals', at 633 litres, while the car also offers limo-like rear space, allowing five adults to travel in comfort in a solid and classy cabin.

It might be lacking in flair and character inside and out, but it's perfect for big family duties. The one sticking point is a slight load lip in the boot, which your older dogs may struggle to jump over safely.

Still, the Superb is good to drive, with less body roll than you'd expect, plus a lot of grip and a refined ride. It's a fantastic long-distance cruiser, but its sheer size means careful manoeuvring is required in town.

Skodas are highly praised by owners, and the Superb is very reliable. We'd aim for the 2.0 TDI 140 diesel, which delivers the best blend of power, fuel economy and value. A 61-plate TDI SE with 68,000 miles on the clock can be yours for £10,250.

■ **THE STYLISH CHOICE**

## Hyundai i40 Tourer

**FOR:** Good looks, lots of kit, long warranty  
**AGAINST:** Light steering, body roll in corners

HYUNDAI didn't really have a credible large family car until the i40 came along. The model's sleek looks marked a departure for the 'conservative' brand, while the cabin is smart, has a decent-quality feel and comes loaded with kit, even on mid-spec models.

It's not as big inside as the Superb, but the i40 is hardly lacking in space, with a 553-litre boot and lots of rear legroom. There's no load lip, so even elderly dogs should be happy, but the floor isn't entirely flat.

The driving experience isn't quite up to rivals' standards. The ride is soft and comfortable, but it isn't as composed as the Skoda's, and the Ford steers and handles better. Yet it's far from bad, and the 1.7 CRDi diesel is punchy and hushed, and claims 60mpg.

Hyundai has an excellent reliability record, and all i40s will benefit from the balance of the maker's five-year warranty. In the classifieds, we spotted a 54,000-mile 2012 1.7 CRDi 136 Style for £9,950.

■ **THE DRIVER'S CHOICE**

## Ford Mondeo

**FOR:** Handling, practicality, excellent value  
**AGAINST:** Width, noisy and thirsty diesel

IT'S the oldest car here, but the recently replaced Ford Mondeo Mk4 can still show its rivals a thing or two. A 2010 facelift brought fresh looks and a more upmarket cabin, and while its size means it's no town car – like the Skoda – it makes up for that with space inside.

Passengers are well catered for, and the cabin is nearly as classy as the Superb's. The Estate's boot is a large 535 litres, and there's easy access for dogs.

The Ford has the edge over rivals in terms of handling, with more composure and engagement. While this isn't a particular priority in a practical estate, it gives you more confidence at the wheel.

The ride is generally good, too, although big wheels can thump into potholes. One issue is the 2.0 TDCi, which is noisier than modern diesels and struggles to hit 50mpg. Also watch for worn clutches and dual-mass flywheels on high-mileage cars. A fully loaded 61,000-mile 2011 2.0 TDCi 140 Titanium is only £8,750.

## Electric cars' value boost

RESIDUAL values of electric cars are closing on their diesel rivals, according to forecasts by trade experts Glass's.

It predicts EVs' used values are edging closer to traditional fuelled cars as UK buyers become familiar with the tech.

Glass's said the residual value "gold standard for EVs" is the Tesla Model S, which retains 43 per cent of its new price after three years/60,000 miles – almost identical to its BMW 535d M Sport rival.

The range-extending hybrid Vauxhall Ampera's 27 per cent residual is close to matching the Insignia's (34 per cent), while the BMW i3 is just four per cent behind the 320d Sport's. Factor in running costs, and Glass's say EVs are a better value used buy.



**"Model S is the gold standard for EVs, retaining 43 per cent"**

## Volvo V40

**DEAL OF THE WEEK** £999 deposit for R-Design

VOLVO'S V40 offers an alternative to German premium hatch rivals, and it's now even more tempting with a £750 deposit contribution on a four-year PCP deal.

That means a deposit of £999 is all you need to get the keys to an R-Design model with the 113bhp 1.6-litre T2 petrol turbo. That leaves you with 48 monthly instalments of £369 and an optional final payment of £8,725. Total amount payable is £23,386. The only snag is an annual mileage limit of 8,000 miles. For info, click on [volvocars.com/uk](http://volvocars.com/uk), or go to [carbuyer.co.uk](http://carbuyer.co.uk) for more deals.





**www.watches.co.uk**  
where time meets passion

SWISS  WATCH  
COMPANY



We specialise in the acquisition and sale of high quality Swiss watches both modern and vintage, un-worn and pre-owned.

**Free Watch Valuation On-line  
INSTANT CASH PAID**

by appointment only:

**+44 (0)20 8994 4567**

474a Chiswick High Road, Chiswick, London, W4 5TT

Rolex ■ Panerai ■ Tag Heuer ■ Audemars Piguet ■ Omega ■ Breitling ■ Zenith ■ IWC ■ Jaeger Le Coultre

## Composite ceramic technology

**GTECHNIQ**  
SMART SURFACE SCIENCE

PROFESSIONAL



The best ceramic paint protection, unrivalled levels of gloss, scratch and chemical resistance

[service.gtechniq.com](http://service.gtechniq.com)  
01327 811 015





## Turn on the style

Which second-hand coupé blends looks, performance and fuel efficiency better?

Sleek looks give the A5 plenty of kerb appeal



### Audi A5 Coupé

49.6mpg (official)  
£72 fill-up



### A5 3.0 TDI S line quattro

**Years:** 2011 to date **Engine:** 3.0-litre 6cyl, 241bhp  
**Insurance group:** 35 **Econ/CO<sub>2</sub>:** 49mpg/149g/km  
**Why?** Sleek two-door Audi offers a top-notch cabin, good looks and an effortless drive.

**Prices from:** **£15,995**

AUDI'S A5 is still a good-looking car, even though it's getting on a bit, having only been subtly facelifted back in 2011. Minor updates inside improved an already classy, driver-focused and solidly built layout, although newer rivals offer more rear seat space. The boot is slightly bigger than the Mercedes C-Class Coupé's, however, and there are handy split-fold rear seats.

Audi's venerable 3.0-litre TDI V6 engine provides effortless performance (thanks to 500Nm of torque) and greater refinement than the C-Class' diesel. Quattro all-wheel drive makes it sure-footed and the chassis is taut and composed, but the steering doesn't offer much feedback. We'd opt for an S line-spec model without the firmer suspension, as the ride is much improved.

One problem: the A5 finished a lowly 71st in our Driver Power 2014 satisfaction survey, coming 119th for reliability.



**A5 features a classy interior, but rear seats aren't quite as roomy as the Mercedes'**

### 1 Audi A5 ★★★★★☆

AS long as you're fastidious with reliability checks and consider a warranty, the A5 is the more solid purchase here. Its superior interior, refinement and smoother engine won us over, while its looks will last.



Striking design is very similar to the saloon's



### Mercedes C-Class Coupé

53.3mpg (official)  
£78 fill-up

### C250 CDI AMG Sport

**Years:** 2011 to date **Engine:** 2.1-litre 4cyl, 201bhp  
**Insurance group:** 41 **Econ/CO<sub>2</sub>:** 53mpg/139g/km  
**Why?** Mercedes' best small coupé for some time, the C-Class is practical, reliable and efficient.

**Prices from:** **£15,680**



**C-Class Coupé's high-quality cabin is generously equipped. Rear seats are also luxurious**

### 2 Merc C-Class Coupé ★★★★★☆

WHILE the C-Class Coupé is a good car in isolation, it doesn't distance itself enough from the saloon to justify the practicality compromises. The engine is punchy, yet it doesn't feel quite as composed as the Audi.

THE Mercedes C-Class Coupé only arrived in 2011, but it's based on the saloon that was built from 2007 to 2014, which it looks similar to. That's a shame, as it lacks the visual impact of the A5, but it's far from ugly.

Inside, its flat dash and high driving position hint at the four-door roots, yet we can't fault the quality or kit list. Plus, it's almost as practical as the Audi.

Despite the C250's diesel engine being smaller than the A5's, it punches above its weight with similar torque and better economy. However, it's not as refined and can be quite coarse if pushed.

The Mercedes drives well in isolation, yet it doesn't have the grip or composure of the Audi, and the generally comfortable ride tends to fidget on rough roads. The C-Class Coupé hasn't appeared in our Driver Power satisfaction surveys, but the saloon finished 67th in 2014, and came 72nd for reliability.



# WORRIED ABOUT EXPENSIVE CAR REPAIR BILLS?

If your car goes wrong, you could be faced with wallet busting repair bills. Not to mention the hassle of dealing with the garage and being without your motor for days, or even weeks on end.

**An award-winning car repair plan from Warrantywise gives you total peace of mind when your car goes bang!** All of our plans include car hire, hotel & onwards travel expenses as well as recovery as standard. You can also take your car to any VAT registered garage in the UK or Europe for repairs!

**Prices start from just £19 per month.** Best of all it's been designed by motoring consumer champion, Quentin Willson.

  
Designed by **Quentin Willson**



MONEY  
BACK  
GUARANTEE



95%  
POSITIVE  
FEEDBACK



multi  
AWARD  
WINNING

15  
years  
ONLINE

Warrantywise work in partnership with global feedback engine Feefo and were awarded their Gold Trusted Merchant award for 2015.



## QUENTIN VIDEO GUIDE

Watch as motoring expert, Quentin Willson, explains the benefits of a used car warranty.

Watch Quentin's Guide  
[warrantywise.co.uk/guide](http://warrantywise.co.uk/guide)



## THEO IS WARRANTY WISE

Warrantywise are delighted that Theo Paphitis has done the wise thing and protected his jaw-dropping Maybach with a Warrantywise warranty.

Read the full article at: [www.warrantywise.co.uk/theo](http://www.warrantywise.co.uk/theo)

Terms and conditions apply. Accurate at the time of printing.



Get a Quote Online  
**warrantywise.co.uk**

or call us on Freephone **0800 121 4770**

  
**Warrantywise**

Simply the Best in the Business



### HOW OUR GUIDE WORKS

**PERFORMANCE:** This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100kph), in seconds.

**ECONOMY AND EMISSIONS:** The combined cycle economy and emissions figures in miles per gallon and grams per kilometre of CO<sub>2</sub>. Figures are recorded in regulated tests, but may not be representative of actual efficiency in everyday driving.

**INSURANCE:** Group rating as quoted by the Association of British Insurers.

**WARRANTY:** By each manufacturer's name is the basic warranty period in months for mechanicals, corrosion and paintwork.

**LIST PRICE:** This is the on-the-road figure and includes VAT, delivery to dealer, 12 months' road tax, number plates and the first registration fee. Electric cars include the Government's Plug-In Car Grant.

**WILL IT FIT?** Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

**DRIVER POWER POSITION:** Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK from one to 100. The lower the number, the higher the score.

**ECO BAND:** New cars fall into 13 CO<sub>2</sub> bands from A-M. Our guide shows which eco bracket each vehicle is in and how much road tax you pay in the first year and each subsequent year. However, we advise you to double check a specific model's rating.

**BAND A:** Up to 100g/km CO<sub>2</sub> (road tax exempt)  
**BAND B:** 101-110g/km CO<sub>2</sub> (exempt/E20)  
**BAND C:** 111-120g/km CO<sub>2</sub> (exempt/E30)  
**BAND D:** 121-130g/km CO<sub>2</sub> (exempt/E110)  
**BAND E:** 131-140g/km CO<sub>2</sub> (E130/E130)  
**BAND F:** 141-150g/km CO<sub>2</sub> (E145/E145)

**BAND G:** 151-165g/km CO<sub>2</sub> (E180/E180)  
**BAND H:** 166-175g/km CO<sub>2</sub> (E295/E205)  
**BAND I:** 176-185g/km CO<sub>2</sub> (E350/E225)  
**BAND J:** 186-200g/km CO<sub>2</sub> (E490/E265)  
**BAND K:** 201-225g/km CO<sub>2</sub> (E640/E290)  
**BAND L:** 226-255g/km CO<sub>2</sub> (E870/E490)  
**BAND M:** Over 255g/km CO<sub>2</sub> (E1100/E505)

**EURO NCAP RATING:** At the start of each model range is the official Euro NCAP crash test safety rating (if available). The maximum score for a vehicle is five.

**CONTACT DETAILS:** We've listed the manufacturer's website and brochure hot-line, and also show how many franchised UK dealers there are for each marque.

### ABARTH

www.abarthcarsuk.co.uk / Brochure: 0800 2227 840 / Dealers: 25  
Warranty: 3 years/60,000 miles

500	365x1627mm, EURO-NCAP N/A	DRIVER POWER POS: N/A
1.4 T-Jet 500	G 43.5 7.9 155 27	£14560
1.4 T-Jet 595 Turismo	G 43.5 7.4 155 28	£17990
1.4 T-Jet 595 Competizione	G 43.5 7.4 155 28	£18990
1.4 T-Jet 695 Biposto	G 43.5 5.9 155 38	£32990
500C/595C	add £1800, auto: add £1265	

### ALFA ROMEO

www.alfaromeo.co.uk / Brochure: 0800 2532 0000 / Dealers: 46  
Warranty: 3 years/unlimited miles

4C	406x1720mm, EURO-NCAP ★★★★★	DRIVER POWER POS: N/A
1.3 JTDm-2 (85) Progression	A 79.0 12.9 95 11	£14315
1.3 JTDm-2 (85) Sprint	A 79.0 12.9 95 11	£15415
1.3 JTDm-2 (85) Distinctive	A 79.0 12.9 95 11	£16655
875c TwinAir Progression	A 67.3 11.4 99 13	£13770
875c TwinAir Distinctive	A 67.3 11.4 99 9	£16070
875c TwinAir Sprint	A 67.3 11.4 99 9	£14870
1.4 TB MultiAir (135) Distinctive	D 50.0 8.4 129 19	£17620
1.4 TB MultiAir (170) Q'foglio Verde	D 52.3 7.3 124 26	£20210
QV Line: add £750 to Distinctive (not 1.3 JTDm-2), Junior: same price as Sprint		

### Giulietta - 435x1798mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 76						
1.4 TB (120) Progression	F	44.1	9.4	149	16	£18240
1.4 TB (120) Distinctive	F	44.1	9.4	149	16	£19490
1.4 TB MultiAir Distinctive	E	48.7	7.8	134	23	£20990
1.6 JTDm-2 Progression	C	76.4	11.3	114	16	£19170
1.6 JTDm-2 Distinctive	C	76.4	11.3	114	16	£20420
2.0 JTDm-2 (150) Distinctive	B	67.3	8.8	110	24	£21720
2.0 JTDm-2 (150) Exclusive	B	67.3	8.8	110	25	£23470
1.75T TCT Quadrifoglio Verde	G	40.4	6.0	162	25	£28120
Exclusive: add £2400 to Distinctive, Sportiva Nav: add £1100 to Exclusive, auto: add £1340 to 1.4 MultiAir						

### 4C - 398x2090mm, EURO-NCAP N/A

DRIVER POWER POS: N/A					
1.75T TCT 4C	G	41.4	4.5	157	N/A £45000

### ALPINA

www.bmwalpinaco.uk / Brochure: 0115 934 1414 / Dealers: 18  
Warranty: 2 years/unlimited miles

### D3 - 4628x1811mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
3.0 auto D3 Bi-Turbo 4dr	E	53.3	4.6	139	50	£46950

### B3 - 4628x1811mm, EURO-NCAP N/A

DRIVER POWER POS: N/A					
3.0 auto B3 Bi-Turbo 4dr	I	37.2	4.2	177	49 £54950

### D5 - 4913x1860mm, EURO-NCAP N/A

DRIVER POWER POS: N/A					
3.0 auto D5 Bi-Turbo 4dr	<b>G</b>	47.9	5.1	155	47 £56950

### B5 - 4905x4913x1860mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
4.4 V8 auto B5 Bi-Turbo 4dr	L	26.9	4.5	244	N/A	£75150

### B7 - 5092x1902mm, EURO-NCAP N/A

4.4 V8 auto B7 Bi-Turbo 4dr	L	28.5	4.6	230	N/A	£98800
-----------------------------	---	------	-----	-----	-----	--------

### XD3 - 4651x1901mm, EURO-NCAP N/A

DRIVER POWER POS: N/A					
3.0 auto XD3 Bi-Turbo	H	42.8	4.9	174	50
					£56450

### D4 - 4640x1825mm, EURO-NCAP N/A

DRIVER POWER POS: N/A					
3.0 auto D4 Bi-Turbo Coupe	E	53.3	4.6	139 49	£50950

### B4 - 4640x1825mm, EURO-NCAP N/A

DRIVER POWER POS: N/A					
3.0 auto B4 Bi-Turbo Coupe	I	37.2	4.2	177	49 £58950

### B6 - 4894x1894mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
4.4 V8 auto B6 Bi-Turbo Coupe	K	30.1	4.3	219	50	£92850

### ARIEL

www.arielmotor.co.uk / Brochure: 01460 78817 / Dealers: 1  
Warranty: 3 years/unlimited miles

### Atom - 3410x1798mm, EURO-NCAP N/A

DRIVER POWER POS: N/A					
2.0 i-VTEC Atom 3.5 245	N/A	3.3	N/A	N/A	£30596
2.0 i-VTEC Atom 3.5 310	N/A	2.7	N/A	N/A	£35812
2.0 i-VTEC S/C Atom 3.5R	N/A	2.6	N/A	N/A	£46480

### Nomad - 3215x1850mm, EURO-NCAP N/A

DRIVER POWER POS: N/A					
2.4 i-VTEC Nomad	N/A	3.4	N/A	N/A	£33000

### ASTON MARTIN

www.astonmartin.co.uk / Brochure: 01926 644644 / Dealers: 22  
Warranty: 3 years/unlimited miles

### Rapide S - 5020x2140mm, EURO-NCAP N/A

DRIVER POWER POS: N/A					
6.0 V12 auto Rapide S	M	19.9	4.9	332	50 £150289

### Vantage - 4380x4385x1865mm, EURO-NCAP N/A

DRIVER POWER POS: N/A					
4.7 V8 Vantage	M	20.5	4.8	321	50 £87334

### DB9 - 4720x1875mm, EURO-NCAP N/A

DRIVER POWER POS: N/A				
6.0 V12 auto Coupe	M	19.8	4.6	333 50 £135527
DB9 Volante: add £10000				

### Vanquish - 4721x1905mm, EURO-NCAP N/A

DRIVER POWER POS: N/A				
6.0 V12 auto Coupe	M	19.6	4.1	335 50 £194140
Vanquish Volante: add £12000				

### AUDI

www.audi.co.uk / Brochure: 0800 699 888 / Dealers: 121  
Warranty: 3 years/60,000 miles

### A1 - 3954x1740mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 63						
1.0 TFSI (95) SE 3dr	A	60.0	10.9	99	N/A	£14315

### A3 - 4237x1777mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 16			
1.0 TFSI (95) SE 3dr	A 60.0 10.9 99 N/A	£14315	
1.0 TFSI (95) Sport 3dr	A 60.0 10.9 99 N/A	£16290	
1.6 TDI (116) SE 3dr	A 80.7 9.4 92 19	£15390	
1.4 TFSI (125) Sport 3dr	C 57.6 8.8 115 21	£16690	
1.6 TDI (116) Sport 3dr	A 80.7 9.4 92 19	£17365	
1.4 TFSI (125) S line 3dr	C 56.5 8.8 117 21	£18685	
1.4 TFSI (125) S line 3dr	C 58.9 7.8 112 25	£19480	
1.6 TDI (116) S line 3dr	A 80.7 9.4 93 19	£19360	
2.0 TFSI (231) S1 3dr	G 40.4 5.8 162 33	£25380	
Auto: add £1540, A1 Sportback: add £620, S1 Sportback: add £730			

### 1.2 TFSI (110) SE 3dr

C 57.6 9.9 114 14	£18575
-------------------	--------

### 1.4 TFSI (125) SE 3dr

C 54.3 9.3 120 16	£19875
-------------------	--------

### 1.4 TFSI (150) CO Sdr

B 60.1 8.3 109 16	£20725
-------------------	--------

### 1.8 TFSI (180) Sport 3dr

E 48.7 7.1 135 23	£23905
-------------------	--------

### 1.6 TDI (110) SE 3dr

A 74.3 10.7 99 16	£20825
-------------------	--------

### 2.0 TDI (150) SE 3dr

B 68.9 8.6 106 21	£22175
-------------------	--------

### 1.6 TDI (110) Sport 3dr

A 74.3 10.7 99 15	£22255
-------------------	--------

### 2.0 TDI (150) Sport 3dr

B 68.9 8.6 106 21	£23575
-------------------	--------

### 2.0 TDI (184) Sport 3dr

B 68.9 7.3 108 27	£24845
-------------------	--------

### 2.0 TFSI (200) quattro S3 3dr

G 40.4 5.2 162 36	£30940
-------------------	--------

### 2.5 TFSI (367) quattro RS3 Sp/back J

34.8 4.3 189 N/A	£39950
------------------	--------

### 1.4 TFSI (204) etron Sportback Sdr A

176.6 7.6 37 29	£29950
-----------------	--------

Auto: add £1480 to 1.2 TFSI, 1.4 TFSI, 1.6 TDI, 2.0 TDI, S3, add £1350 to 1.8 TFSI, add £2910 to 2.0 TDI (184), quattro: add £1605 to 1.8 TFSI S tronic, £2910 to 2.0 TDI (184) S tronic, A3 Sportback: add £620, A3 Saloon: add £1545, A3 Cabriolet: add £5360, SE Technic: add £750 to SE diesels, Sport: add £1225 to SE, S line: add £2150 to Sport

### AA - 4701x1761x1826mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 80						
2.0 TDI ultra (190) SE	C	65.7	8.4	113	31	£3195

### A5 Sportback - 4712x4718x1854mm, EURO-NCAP N/A

4.0 V8TT quattro S tronic SE	K	30.7	4.4	214	47	E3000
4.0 V8TT quat tiptron RS6 Avant	K	29.4	3.9	223	50	E7799
Auto: add £1490 to 2.0 TDI, quattro: add £1760 to 3.0 TDI (218).						

### A6 - 4933x4979x1874x1936mm, EURO-NCAP ★★★★★

A7 Sportback - 45/44/191mm, EURO-NCAP N/A		
DRIVER POWER POS: N/A		



The new  
BMW 1 SeriesThe Ultimate  
Driving Machine

bmw.co.uk



# THE NEW BMW 1 SERIES. PURE BMW.

With its class-leading efficiency, and near-perfect 50:50 weight distribution for superb agility and performance, the new BMW 1 Series is a driver's car through and through. BMW ConnectedDrive brings the outside world to you. Spotify and 4G capability brings you entertainment and ease of navigation at every turn.

To book your test drive\*, contact your local BMW Centre.

Official fuel economy figures for the new BMW 1 Series Sports Hatch range: Urban 25.9–72.4 mpg (10.9–3.9 l/100km). Extra Urban 44.1–91.1 mpg (6.4–3.1 l/100km). Combined 35.3–83.1 mpg (8.0–3.4 l/100 km). CO<sub>2</sub> emissions 188–89 g/km. Figures may vary depending on driving style and conditions. \*Test drive subject to applicant status and availability.

www.bentleymotors.co.uk / Brochure: 0800 100 5200 / Dealers: 23  
Warranty: 3 years/unlimited miles

**Flying Spur** - 5299x1924mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
4.0 V8 auto Flying Spur	L	25.9	4.9	254	50	£136915
6.0 W12 auto Flying Spur	M	19.0	4.3	343	50	£147145

**Mulsanne** - 5575x1926mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
6.75 V8 auto Mulsanne	M	16.8	5.1	393	50	£230505
6.75 V8 auto Mulsanne Speed	M	19.3	4.8	342	50	£233445

**Continental** - 4804-5290x1916-1945mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
6.0 W12 auto GT	M	19.5	4.3	338	50	£140845
6.0 W12 auto GT Speed	M	19.5	4.0	338	50	£157845
4.0 V8 auto GT	L	26.7	4.6	246	50	£130915
4.0 V8 auto GT S	L	26.7	4.3	246	50	£139915
4.0 V8 auto GT3-R	M	22.3	3.6	295	50	£238645

Continental GTC: add £13000 to V8, £20,225 to V8 S, £15300 to Speed, £13800 to W12

## BMW

www.bmw.co.uk / Brochure: 0800 325 600 / Dealers: 153  
Warranty: 3 years/unlimited miles

**I3** - 3999x1775mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
eDrive auto i3	A	N/A	7.2	0	21	£30680
eDrive auto i3 Range Extender	A	470.8	7.9	13	21	£33830

**1 Series** - 4324x1765mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 8

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.6 114i ES 3dr	E	49.6	11.2	132	12	£17775
1.6 114d ES 3dr	C	65.7	12.2	112	15	£19410
1.6 114i SE 3dr	E	49.6	11.2	132	12	£18345
1.6 116i SE 3dr	E	49.6	8.5	132	17	£19895
1.6 118i SE 3dr	E	47.9	7.4	137	22	£21940
1.6 114d SE 3dr	C	65.7	12.2	112	15	£19980
1.6 116d EfficientDynamics 3dr	A	74.3	10.5	99	15	£20830
2.0 116d SE 3dr	C	62.8	10.3	119	15	£20830
2.0 118d SE 3dr	C	62.8	8.9	118	19	£21975
2.0 120d SE 3dr	C	62.8	7.2	119	24	£23425
1.6 114i Sport 3dr	E	49.6	11.2	132	13	£19470
1.6 116i Sport 3dr	E	49.6	8.5	132	18	£21020
1.6 118i Sport 3dr	E	47.9	7.4	137	22	£22940
1.6 114d Sport 3dr	C	65.7	12.2	112	15	£20980
2.0 116d Sport 3dr	C	62.8	10.3	117	16	£21830
2.0 118d Sport 3dr	C	62.8	8.9	118	20	£22975
2.0 120d Sport 3dr	C	62.8	7.2	119	24	£24425
1.6 116i M Sport 3dr	E	49.6	8.5	132	18	£22465
1.6 118i M Sport 3dr	E	47.9	7.4	137	22	£24385
2.0 125i M Sport 3dr	G	42.8	6.5	154	30	£26025
3.0 M135i 3dr	J	35.3	5.1	188	39	£30845
2.0 116d M Sport 3dr	C	62.8	10.7	117	16	£22275
2.0 118d M Sport 3dr	C	62.8	8.9	118	20	£24420
2.0 120d M Sport 3dr	C	62.8	7.2	119	24	£25870
2.0 125d M Sport 3dr	D	57.6	6.5	129	31	£27765

Auto: add £1550 to 116i and diesels, £1425 to 118i, £1515 to 125i, £1495 to M135i, Sdr: add £530, Urban: same price as Sport

**3 Series** - 4624x1811mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 12

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
2.0 316d ES	C	62.8	10.9	119	20	£26275
2.0 316d SE	C	62.8	10.9	119	20	£27125
2.0 318d SE	C	62.8	9.1	119	25	£28375
2.0 318d Luxury	C	62.8	9.1	119	25	£30875
2.0 320d EfficientDynamics	B	68.9	8.0	109	32	£29475
2.0 320d SE	C	61.4	7.5	120	32	£29475
2.0 320d Luxury	C	61.4	7.5	120	32	£31975
2.0 325d SE	D	57.6	6.8	129	35	£31275
2.0 325d Luxury	D	57.6	6.8	129	41	£33775
3.0 auto 330d SE	D	57.6	5.6	129	35	£34675
3.0 auto 330d Luxury	D	57.6	5.6	129	38	£37175
3.0 auto 335d xDrive Luxury	F	52.3	4.8	143	43	£41720
1.6 316i ES	E	47.9	8.9	137	23	£24255
1.6 316i SE	E	47.9	8.9	137	23	£25105
2.0 320i EfficientDynamics	D	53.3	7.6	124	28	£26425
2.0 320i SE	F	44.8	7.3	147	31	£27270
2.0 320i Luxury	F	44.8	7.3	147	31	£29770
2.0 328i SE	F	44.1	5.9	149	36	£30470
2.0 328i Luxury	F	44.1	5.9	149	36	£32970
3.0 335i Luxury	J	35.8	5.5	186	38	£36460
3.0 auto ActiveHybrid 3 SE	J	47.9	5.3	139	38	£42145
3.0 auto ActiveHybrid 3 Luxury	J	47.9	5.3	139	39	£44645
3.0T M3	K	32.1	4.3	204	45	£56590

Auto: add £1550, xDrive: add £1500 to 320d, £1535 to 320i, £1620 to 330d, 3 Series Touring: add £1300-£1340, 3 Series Gran Turismo: add £2000-£2635 to selected models, Sport: add £1000 to SE, M Sport: add £500 to Luxury

**5 Series** - 4907-4998x1860-1901mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 4

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
2.0 520i SE	F	44.1	7.9	149	36	£33130
2.0 520i M Sport	F	44.1	7.9	149	37	£35985
2.0 528i SE	G	42.8	6.2	154	40	£36695
2.0 528i M Sport	G	42.8	6.2	154	41	£39530
3.0 auto 535i Luxury	H	39.2	5.7	169	42	£44685
3.0 auto 535i M Sport	H	39.2	5.7	169	42	£44740
4.4 V8 auto 550i Luxury	J	32.8	4.6	199	46	£57610
4.4 V8 auto 550i M Sport	J	32.8	4.6	199	46	£57910
2.0 518d SE	C	62.8	9.7	119	30	£30865
2.0 518d M Sport	C	62.8	9.7	119	31	£33665
2.0 520d SE	C	62.8	8.1	119	33	£32365
2.0 520d M Sport	C	62.8	8.1	119	34	£35165
2.0 525d SE	D	57.6	7.0	129	33	£36980
2.0 525d M Sport	D	57.6	7.0	129	40	£39910
3.0 auto 530d SE	E	55.4	5.8	134	43	£41455
3.0 auto 530d Luxury	E	55.4	5.8	134	43	£44255
3.0 auto 530d M Sport	E	55.4	5.8	134	43	£44270
3.0 auto 535d M Sport	E	53.3	5.3	138	45	£48920
3.0 auto ActiveHybrid 5 SE	F	44.1	5.9	149	44	£47790
3.0 auto ActiveHybrid 5 Luxury	F	44.1	5.9	149	44	£48825
3.0 auto ActiveHybrid 5 M Sport	F	44.1	5.9	149	44	£50625
4.4 V8T DCT M5	L	28.5	4.3	232	48	£74835
4.4 V8T DCT M5 30 Jahre Edition L	L	28.5	3.9	232	49	£91890

Auto: add £1535, 5 Series Touring: add £2325, 5 Series Gran Turismo: add £1900-£4775 to selected models, Luxury: same price as M Sport except where listed

**6 Series Gran Coupe** - 5007x1894mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.0 auto 640i SE	I	36.7	5.4	181	47	£62375

www.bentleymotors.co.uk / Brochure: 0800 100 5200 / Dealers: 23  
Warranty: 3 years/unlimited miles

**Flying Spur** - 5299x1924mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
4.0 V8 auto Flying Spur	L	25.9	4.9	254	50	£136915
6.0 W12 auto Flying Spur	M	19.0	4.3	343	50	£147145

**Mulsanne** - 5575x1926mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
6.75 V8 auto Mulsanne	M	16.8	5.1	393	50	£230505
6.75 V8 auto Mulsanne Speed	M	19.3	4.8	342	50	£233445

**Continental** - 4804-5290x1916-1945mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
6.0 W12 auto GT	M	19.5	4.3	338	50	£140845
6.0 W12 auto GT Speed	M	19.5	4.0	338	50	£157845
4.0 V8 auto GT	L	26.7	4.6	246	50	£130915
4.0 V8 auto GT S	L	26.7	4.3	246	50	£139915
4.0 V8 auto GT3-R	M	22.3	3.6	295	50	£238645

Continental GTC: add £13000 to V8, £20,225 to V8 S, £15300 to Speed, £13800 to W12

## BMW

www.bmw.co.uk / Brochure: 0800 325 600 / Dealers: 153  
Warranty: 3 years/unlimited miles

**I3** - 3999x1775mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
eDrive auto i3	A	N/A	7.2	0	21	£30680
eDrive auto i3 Range Extender	A	470.8	7.9	13	21	£33830

**1 Series** - 4324x1765mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 8

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.6 114i ES 3dr	E	49.6	11.2	132	12	£17775
1.6 114d ES 3dr	C	65.7	12.2	112	15	£19410
1.6 114i SE 3dr	E	49.6	11.2	132	12	£18345
1.6 116i SE 3dr	E	49.6	8.5	132	17	£19895
1.6 118i SE 3dr	E	47.9	7.4	137	22	£21940
1.6 114d SE 3dr	C	65.7	12.2	112	15	£19980
1.6 116d EfficientDynamics 3dr	A	74.3	10.5	99	15	£20830
2.0 116d SE 3dr	C	62.8	10.3	119	15	£20830
2.0 118d SE 3dr	C	62.8	8.9	118	19	£21975
2.0 120d SE 3dr	C	62.8	7.2	119	24	£23425
1.6 114i Sport 3dr	E	49.6	11.2	132	13	£19470
1.6 116i Sport 3dr	E	49.6	8.5	132	18	£21020
1.6 118i Sport 3dr	E	47.9	7.4	137	22	£22940
1.6 114d Sport 3dr	C	65.7				



	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
2.0 sDrive20i	G	41.5	6.9	159	38	£29840
2.0 sDrive20i M Sport	G	41.5	5.7	159	40	£37390
3.0 sDrive35i M Sport	K	30.1	5.2	219	41	£43005
3.0 dCT sDrive35i	K	31.4	4.8	210	43	£45950
Auto: add £1890, M Sport: add £3885 to 18i, £3165 to 20i models						
<b>6 Series - 4894x1894mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS: N/A</b>						
3.0 auto 640i SE	I	36.7	5.4	179	47	£60630
3.0 auto 640d SE	F	51.4	5.5	144	48	£63130
4.4 V8 auto 650i M Sport	K	32.1	4.9	206	49	£73470
4.4 V8T DCT M6	L	28.5	4.2	232	50	£94625
6 Series Convertible: add £6130, M Sport: add £4500-£4665						

<b>18 - 4689x1942mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS: N/A</b>						
1.5 TT eDrive auto i8	A	113.0	4.4	59	50	£99895

## CATERHAM

uk.caterhamcars.com / Brochure: 01833 333700 / Dealers: 2  
Warranty: 1 year

**Seven - 3100-3300x1270-1505mm, EURO-NCAP N/A**  
**DRIVER POWER POS: N/A**

660ccT 160	C	57.6	6.5	114	N/A	£17995
1.6 Roadsport 125	N/A	5.9	N/A	N/A	N/A	£22995
1.6 Roadsport 140	N/A	5.0	N/A	N/A	N/A	£25495
2.0 Roadsport 175	N/A	4.8	N/A	N/A	N/A	£28495
1.6 Supersport	N/A	4.9	N/A	N/A	N/A	£24495
2.0 Supersport R	N/A	4.8	N/A	N/A	N/A	£27995
2.0 Supersport R400	N/A	3.8	N/A	N/A	N/A	£35995
2.3 Cosworth CSR	N/A	3.1	N/A	N/A	N/A	£44995
2.0 S/C 620R	N/A	2.8	N/A	N/A	N/A	£49995

## CHEVROLET

www.chevrolet.co.uk / Brochure: 0800 666 222 / Dealers: N/A  
Warranty: 5 years/100000 miles

**Camaro - 4837x1917mm, EURO-NCAP N/A**  
**DRIVER POWER POS: N/A**

6.2 V8 Coupe	M	20.0	5.2	329	48	£35345
Auto: add £1500, Convertible: add £5000						

**Corvette - 4493x1877mm, EURO-NCAP N/A**  
**DRIVER POWER POS: N/A**

6.2 V8 Stingray Coupe	M	23.5	3.8	279	50	£65510
6.2 V8 Stingray Convertible	M	23.1	3.8	283	50	£70070

## CHRYSLER

www.chrysler.co.uk / Brochure: 08000 1692 1692 / Dealers: 74  
Warranty: 3 years/60000 miles

**Ypsilon - 3842x1576mm, EURO-NCAP N/A**  
**DRIVER POWER POS: N/A**

0.9 TwinAir SE	A	67.0	11.9	99	7	£13250
0.9 TwinAir Gold	A	67.0	11.9	99	10	£12395
1.2 S	C	58.0	14.5	115	3	£10750
1.2 SE	C	58.0	14.5	115	4	£12050
1.2 Silver	C	54.3	14.5	120	6	£9995
1.2 Gold	C	54.3	14.5	120	6	£11195
1.3 Multijet SE	A	74.0	11.4	99	11	£14250
1.3 Multijet Gold	A	74.0	11.4	99	11	£13395
Auto: add £1200 to TwinAir models, S Series: add £745 to SE, Platinum: add £1500 to Gold						

**300C - 5044x1905mm, EURO-NCAP N/A**  
**DRIVER POWER POS: N/A**

3.0 CRD V6 auto Executive	J	39.8	7.4	191	40	£30020
---------------------------	---	------	-----	-----	----	--------

**Grand Voyager - 5143x1954mm, EURO-NCAP N/A**  
**DRIVER POWER POS: N/A**

2.8 CRD auto SE	K	35.8	12.8	222	32	£28310
2.8 CRD auto SR	K	35.8	12.8	222	32	£30310
2.8 CRD auto Limited	K	35.8	12.8	222	34	£36310

## CITROEN

www.citroen.co.uk / Brochure: 0800 023 4000 / Dealers: 196  
Warranty: 3 years/60000 miles

**C-Zero - 3475x1475mm, EURO-NCAP N/A**  
**DRIVER POWER POS: N/A**

64ph auto C-Zero	A	N/A	15.9	0	28	£21216
------------------	---	-----	------	---	----	--------

**C1 - 3466x1884mm, EURO-NCAP N/A**  
**DRIVER POWER POS: N/A**

1.0 VTI (68) Touch 3dr	A	68.9	14.3	95	6	£8345
1.0 VTI (68) Feel 3dr	A	68.9	14.3	95	6	£9595
1.0 VTI (68) Flair 3dr	A	68.9	14.3	95	7	£10285
1.0 VTI (68) S&S Flair 3dr	A	74.3	14.3	88	7	£10535
1.2 PureTech (82) Flair 3dr	A	65.7	11.0	99	11	£10635
1.0 VTI (68) ETG Flair 3dr	A	67.3	14.6	97	7	£11185
5dr: add £400 to Feel/Flair 3dr; Aircase: add £160 to select models						

**C3 - 3941x1728mm, EURO-NCAP N/A**  
**DRIVER POWER POS: N/A**

1.0 PureTech (68) VT	A	65.7	14.2	99	8	£11075
1.4 HDi (70) VT	A	74.3	13.7	99	10	£13230
1.0 PureTech (68) VTR+	B	64.2	14.2	102	9	£12495
1.2 PureTech (82) VTR+	B	62.8	14.2	107	12	£13515
1.4 PureTech (82) ETG auto VTR+	A	51.4	13.2	99	12	£14135
1.4 HDi (70) VTR+	A	74.3	13.7	99	10	£14590
1.4 e-HDi (70) ETG auto VTR+	A	83.1	16.2	87	10	£15210
1.6 e-HDi (90) VTR+	A	76.3	12.5	95	18	£15390
1.2 PureTech (82) Selection	B	62.8	14.2	107	12	£13865
1.6 e-HDi (90) Selection	A	76.3	12.5	98	18	£15740
1.6 VTI (120) auto Exclusive	F	42.8	10.9	150	19	£16250
1.2 PureTech (110) S&S Exclusive	B	60.1	10.6	107	18	£15640
1.6 BlueHDi (100) Exclusive	A	83.1	11.8	87	19	£16790
1.6 e-HDi (90) Exclusive	A	76.3	12.5	98	18	£16240
ETG auto: add £620 to e-HDi (90) Exclusive						

**D5 3 - 3948-3962x1715-1717mm, EURO-NCAP N/A**  
**DRIVER POWER POS: 37**

1.2 PureTech (82) D5ign	B	62.8	14.2	104	9	£12865
1.2 PureTech (110) D5style	B	60.1	9.6	107	19	£15630
1.2 VTI (120) auto D5style	F	43.5	10.9	150	16	£16630
1.6 e-HDi (90) D5style	A	76.3	12.5	95	16	£15820
1.6 THP (165) D5style Techno	D	50.4	7.5	129	26	£17500
1.6 THP (165) D5sport	D	50.4	7.5	129	26	£19000
1.6 BlueHDi (120) D5sport	A	78.5	10.4	94	24	£19320
1.6 PureTech (165) Ultra Prestige	D	50.4	7.5	129	27	£22900
1.6 BlueHDi (120) Ultra Prestige	A	78.5	10.4	94	24	£23220
Cabrio: add £2460 (selected models), D5ire: £900 less than D5sport						

**C4 - 4329x1789mm, EURO-NCAP N/A**  
**DRIVER POWER POS: N/A**

1.2 PureTech (110) Touch	B	60.1	10.9	110	16	£14645
1.6 BlueHDi (100) Touch	A	78.5	11.5	95	20	£16745
1.6 BlueHDi (100) S&S Feel	A	85.6	11.5	86	20	£17545
1.2 PureTech (130) S&S Flair	B	58.9	10.8	110	19	£18190
1.6 BlueHDi (120) Flair	A	78.5	10.6	95	25	£19145
2.0 BlueHDi (150) Flair	A	74.3	8.8	98	29	£20045

**C4 Cactus - 4157x1729mm, EURO-NCAP N/A**  
**DRIVER POWER POS: N/A**

1.2 PureTech (75) Touch	B	61.4	12.9	105	9	£12990
1.2 PureTech (82) Touch	B	61.4	12.9	105	9	£13490
1.6 BlueHDi (100) Touch	A	83.1	10.7	87	18	£15490
1.2 PureTech (82) Feel	B	61.4	12.9	105	9	£14690
1.2 PureTech (82) S&S ETG Feel	A	65.7	15.0	98	7	£15390
1.2 PureTech (110) S&S Flair	B	60.1	9.3	107	15	£15890
1.6 BlueHDi (100) Feel	A	83.1	10.7	87	18	£16690
1.6 e-HDi (92) ETG6 Feel	A	80.7	11.4	92	16	£16890
Flair: add £1400 to Feel						

**D5 4 - 4275x1810mm, EURO-NCAP N/A**  
**DRIVER POWER POS: N/A**

1.6 e-HDi (115) D5ign	C	60.1	12.4	113	18	£19425
1.6 e-HDi (115) D5style	C	64.0	12.4	113	18	£19795
1.6 VTI (120) D5ign	F	46.0	12.2	144	14	£17855
1.6 THP (200) D5port	F	44.0	8.5	149	31	£23405
1.6 THP (160) ETG6 D5style	F	44.0	9.9	178	21	£21765
1.6 VTI (120) D5style	F	46.0	12.2	144	15	£19905
2.0 HDi (160) D5port	E	55.0	9.3	134	24	£23700
2.0 HDi (160) D5style	E	55.0	9.3	134	23	£22700
Auto: add £1600 to HDi (160), add £500 to e-HDi (115)						

**C5 - 4779x1860mm, EURO-NCAP N/A**  
**DRIVER POWER POS: 39**

1.6 HDi (115) VTR Techno Pack	D	56.5	11.6	125	20	£21670
2.0 HDi (160) VTR+ Techno Pack	D	57.6	9.1	129	25	£24070
2.0 HDi (160) Exclusive Techno	D	57.6	9.1	129	25	£25670
Auto: add £700 to 1.6 HDi, add £1,505 to 2.0 HDi, C5 Tourer: add £1100, VTR+: add £1200 to VTR						

**D5 5 - 4530x1871mm, EURO-NCAP N/A**  
**DRIVER POWER POS: N/A**

1.6 BlueHDi (120) D5ign	B	64.2	12.2	102	21	£23260
1.6 e-HDi (115) ETG6 D5style	C	64.2	12.2	112	18	£25890
1.6 BlueHDi (120) D5style	B	64.2	12.2	105	22	£25890
2.0 HDi (160) D5style	E	55.4	8.5	133	24	£26895
2.0 HDi auto Hybrid4 (200) D5style	B	68.9	8.3	107	27	£31600
1.6 THP (200) D5port	G	42.2	8.5	155	27	£28920
2.0 HDi (160) D5port	E	55.4	8.5	133	24	£28955
1.6 BlueHDi (180) auto D5port	C	64.2	9.2	118	30	£31580
2.0 HDi auto Hybrid4 (200) D5port	B	68.9	8.3	102	28	£33700
Auto: add £1505 to HDi (160), BlueHDi (120): same price as e-HDi (115), BlueHDi (180): add £1125 to 2.0 HDi (160)						

**Berlingo Multispace - 4380x1810mm, EURO-NCAP N/A**  
**DRIVER POWER POS: 39**

1.6 VTI (95) VT	G	42.0	13.8	155	5	£13285
1.6 HDi (75) VTR	E	53.3	14.3	135	4	£14655
1.6 HDi (90) VTR	E	53.3	14.3	135	7	£15105
1.6 e-HDi (90) ETG6 VTR	C	58.4	14.3	120	9	£15875
1.6 HDi (90) XTR	E	53.3	14.3	135	8	£17155
1.6 e-HDi (90) ETG6 XTR	C	58.4	14.3	120	9	£17525
1.6 HDi (115) XTR	E	53.3	12.1	134	10	£17905

**C3 Picasso - 4078x1730mm, EURO-NCAP N/A**  
**DRIVER POWER POS: 63**

1.4 VTI (95) VT	F	44.8	12.2	145	10	£13080
1.6 HDi (115) Exclusive	D	58.8	11.2	125	15	£18050
1.6 HDi (90) Exclusive	B	67.2	13.5	107	10	£17330
1.6 HDi (90) VTR+	B	67.2	13.5	107	10	£16230
1.6 VTI (120) ETG6 VTR+	E	47.1	11.5	137	13	£16715
1.6 VTI (120) Exclusive	F	44.1	10.9	149	13	£17095
ETG6 auto: add £1650 to VTI (95), £800 to VTI (120), VTR+: add £1485 to VT, Selection special edition: add £2215 to VT						

**C4 Picasso - 4428x1826mm, EURO-NCAP N/A**  
**DRIVER POWER POS: N/A**

1.6 VTI (120) VTR	F	44.8	12.3	145	14	£17760
1.6 HDi (90) VTR	B	67.3	12.9	110	15	£18450
1.6 VTI (120) VTR+	F	44.8	12.3	145	15	£19020
1.6 HDi (90) VTR+	B	67.3	12.9	109	15	£19710
1.6 e-HDi (90) Airdream ETG6 VTR+	A	74.3	13.7	98	15	£20410
1.6 e-HDi (115) Airdream VTR+	B	70.6	11.8	105	18	£20510
1.6 THP (155) Exclusive	E	47.1	9.0	139	22	£21320
1.6 e-HDi (115) Airdream Exclu	B	70.6	11.8	105	17	£21810
2.0 BlueHDi (150) Exclusive	C	70.6	11.8	110	25	£23010
Auto: add £500 to e-HDi (115), add £1000 to BlueHDi (150),						
Exclusive: add £2400 to Exclusive. Grand C Picasso: add £1445						



# CHIP EXPRESS™

tuning specialists

## Plug-in Diesel Upgrades

Enjoy up to 40% more POWER and 20% better ECONOMY!

**Diesel Tuning for Cars, Commercial, Tractors & Boats**  
Fit yourself in minutes - instantly improve drivability!

**MONEY BACK GUARANTEE** 14 DAY  
Easy to:  
- Fit  
- Remove  
- Transfer

**tuv CERT** **CE** **ISO 9001** QUALITY ASSURANCE

The CHIP Express™ tuning system is without doubt the most advanced plug-in diesel upgrade available. It works in harmony with your engine, retaining all safety functions without needing to interfere with the vehicle's existing on-board computer. It can be self fitted in minutes, adjusted for more performance and easily removed. It will free your vehicle from its manufacturer's limits.

**www.chipexpress.com**  
Visit our website, see your vehicle's true potential, order online.  
e: email@chipexpress.com t: 01727 730 956

# IT'S ARRIVED!

Introducing DTUK's NEW and improved CRD-t+ Multi-Channel Diesel Performance System for your car, van or motor home

**#codenametrevor**

24/7 Aftersales Support    Upto 40% MORE BHP & Torque    Upto 20% MORE fuel economy\*    Only 10 minutes to fit on average    Three Year Warranty

For further information contact sales:  
**01207 299 538**  
sales@dtuk-performance.co.uk

**DTUK®**  
PERFORMANCE SPECIALISTS

**www.dtuk-performance.co.uk**

\*depending on driving style

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.6 TDCi (115) Titanium	D	58.9	13.9	130	11	£18195
1.6 (150) auto Titanium	I	35.3	10.9	184	11	£19115
Economy Pack: add £360 to 1.6 TDCi (95), Grand Tourneo Connect: add £2000 to diesels (not 1.6 TDCi (95) Titanium), seven seats: add £240 to Grand Tourneo Connect						
<b>B-MAX - 407x1751mm, EURO-NCAP★★★★★</b>						
<b>DRIVER POWER POS: N/A</b>						
1.4 (90) Studio	E	47.1	13.8	139	7	£13095
1.4 (90) Zetec	E	47.1	13.8	139	8	£14895
1.0T (100) EcoBoost Zetec	C	55.4	13.2	119	9	£15495
1.0T (125) EcoBoost Zetec	C	57.7	11.2	114	12	£16095
1.6 (105) Powershift Zetec	F	44.1	12.1	149	10	£16595
1.5 TDCi (75) Zetec	B	68.9	16.5	109	8	£16295
1.6 TDCi (95) Zetec	B	70.6	13.9	104	11	£16795
Titanium: add £1400 to Zetec (not 1.4 (90)), 1.5 TDCi, Titanium X: add £1200 to Titanium (not 1.0T (100) EcoBoost)						
<b>C-MAX - 4380x1828mm, EURO-NCAP★★★★★</b>						
<b>DRIVER POWER POS: 62</b>						
1.6 Ti-VCT (105) Zetec	F	44.1	12.6	149	11	£17655
1.0T EcoBoost (100) Zetec	C	55.4	12.6	117	10	£18150
1.0T EcoBoost (125) Zetec	C	55.4	11.4	117	13	£18650
1.6 TDCi (115) Zetec	C	62.8	11.3	117	16	£19150
1.0T EcoBoost (100) Titanium	C	55.4	12.6	117	10	£19650
1.0T EcoBoost (125) Titanium	C	55.4	11.4	117	13	£20150
1.6T EcoBoost (150) Titanium	F	45.6	9.4	144	19	£20855
1.6 TDCi (115) Titanium	C	62.8	11.3	117	16	£20650
2.0 TDCi (140) Titanium	D	57.7	9.6	125	20	£21725
1.6T EcoBoost (182) Titanium X	F	45.6	8.5	144	19	£23605
2.0 TDCi (163) Titanium X	D	57.7	8.6	129	20	£24225
Auto: add £1375 to 2.0 TDCi, Titanium X: add £2000 to 1.0 EcoBoost (125) Titanium and 1.6 TDCi Titanium						
<b>Grand C-MAX - 4520x1828mm, EURO-NCAP★★★★★</b>						
<b>DRIVER POWER POS: 62</b>						
1.6 Ti-VCT (105) Zetec	F	44.1	12.6	149	11	£19245
1.0T EcoBoost (100) Zetec	C	55.4	12.6	117	10	£19745
1.0T EcoBoost (125) Zetec	C	55.4	11.4	117	13	£20245
1.6 TDCi (115) Zetec	C	62.8	11.3	117	16	£20745
1.0T EcoBoost (100) Titanium	C	55.4	12.6	117	10	£21045
1.0T EcoBoost (125) Titanium	C	55.4	11.4	117	13	£21545
1.6T EcoBoost (150) Titanium	F	45.6	9.4	144	19	£22250
1.6 TDCi (115) Titanium	C	62.8	11.3	117	16	£22045
2.0 TDCi (140) Titanium	D	57.7	9.6	125	20	£23120
1.6T EcoBoost (182) Titanium X	F	45.6	8.5	144	19	£24995
2.0 TDCi (163) Titanium X	D	57.7	8.6	129	20	£25620
2.0 TDCi (140) Zetec	E	55.4	10.1	134	20	£21950
Auto: add £1375 to 2.0 TDCi, Titanium X: add £2000 to 1.0 EcoBoost (125) Titanium and 1.6 TDCi Titanium						
<b>S-MAX - 4768x1884mm, EURO-NCAP★★★★★</b>						
<b>DRIVER POWER POS: 80</b>						
1.6 TDCi (115) Titanium S/S	E	54.0	13.0	139	17	£25860
1.6 TDCi (115) Zetec S/S	E	54.0	13.0	139	16	£24110
1.6T (160) EcoBoost Titanium S/S	G	42.0	9.8	159	19	£25060
1.6T (160) EcoBoost Zetec S/S	G	42.0	9.8	159	18	£23310
2.0 TDCi (140) Titanium	F	50.0	10.2	149	19	£26045
2.0 TDCi (163) Titanium	F	50.0	9.5	149	20	£26645
2.0 TDCi (140) Zetec	F	50.0	10.2	149	18	£24295
2.0 (203) Powershift Titanium	J	35.0	8.5	189	23	£26735
2.0 (240) Powershift Titanium X Sport	J	34.0	7.9	194	27	£31485
2.2 TDCi (200) Titanium	H	43.0	8.6	174	26	£27870
Auto: add £1530 to 2.0 TDCi, Titanium X Sport: add £3750 to 2.0 TDCi (163) and 2.2 TDCi Titanium						
<b>Galaxy - 4820x1884mm, EURO-NCAP★★★★★</b>						
<b>DRIVER POWER POS: 46</b>						
1.6 TDCi (115) Titanium S/S	E	54.0	13.4	139	17	£28360
1.6 TDCi (115) Zetec S/S	E	54.0	13.4	139	16	£26460
1.6T (160) EcoBoost Titanium S/S	H	39.0	9.9	167	18	£27570
1.6T (160) EcoBoost Zetec S/S	H	39.0	9.9	167	18	£25670
2.0 TDCi (140) Titanium	F	50.0	10.6	149	20	£28545
2.0 TDCi (163) Titanium	F	50.0	9.8	149	22	£29145
2.0 TDCi (140) Zetec	F	50.0	10.6	149	20	£26645
2.2 TDCi (200) Titanium	I	42.0	8.8	179	26	£30375
Auto: add £1480 to 2.0 TDCi, Titanium X: add £2500 to Titanium						
<b>EcoSport - 4010x1765mm, EURO-NCAP★★★★★</b>						
<b>DRIVER POWER POS: N/A</b>						
1.5 (112) Titanium	F	44.8	13.3	149	10	£14995
1.0T EcoBoost (125) Titanium	D	53.3	12.7	125	11	£15995
1.5 TDCi (91) Titanium	C	61.4	14.0	120	9	£16495
Auto: add £1500 to 1.5 (112), X Pack: add £1000 to Titanium						
<b>Ranger - 5359x1850mm, EURO-NCAP★★★★★</b>						
<b>DRIVER POWER POS: N/A</b>						
2.2 TDCi (125) Double Cab	J	37.2	14.9	199	13	£22959
2.2 TDCi (150) Double Cab XL	K	36.2	12.3	206	11	£23649
2.2 TDCi (150) Zetec Cab XL	K	36.2	12.3	206	11	£25449
2.2 TDCi (150) Double Cab Limited	K	36.2	12.3	206	12	£27749
3.2 TDCi (200) Double Cab Limited	M	29.1	10.3	256	12	£28949
3.2 TDCi (200) Double Cab Wildtrak	M	29.1	10.3	256	12	£30389
Auto: add £1200 to 2.2 TDCi Limited and 3.2 TDCi Wildtrak, Limited 2: add £600 to Limited						
<b>Kuga - 4524x1838mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS: 34</b>						
1.5T (150) EcoBoost Zetec FWD	G	42.8	9.7	154	20	£20995
1.5T (182) EcoBoost auto Zetec AWD	I	36.7	9.7	179	21	£25145
2.0 TDCi (150) Zetec FWD	E	53.3	10.6	139	20	£22695
2.0 TDCi (150) Zetec AWD	G	47.9	10.7	154	21	£24195
2.0 TDCi (180) Titanium AWD	G	47.9	10.7	154	21	£26345
Auto: add £1485 to 2.0 TDCi AWD, Titanium: add £1650 to EcoBoost Zetec (not 2.0 TDCi (150) AWD), Titanium X: add £2750 to Titanium, Titanium X Sport: add £5700 to Titanium						
<b>Mustang - 4784x1916mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS: N/A</b>						
2.3T EcoBoost Fastback	I	35.3	N/A	179	21	£28995
5.0 V8 GT Fastback	M	20.9	4.4	299	21	£32995
Auto: add £1500, Convertible: add £4000						
<b>GREAT WALL</b>						
greatwallmotor.co.uk / Brochure: 08430 227127 / Dealers: 54						
Warranty: 6 years/125000 miles						
<b>Steed - 5040x1800mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS: N/A</b>						

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
2.0 (139) S Double Cab	L	32.8	17.0	222	7	£17998
2.0 (139) SE Double Cab	L	32.8	17.0	222	8	£20398
2.0 (139) Tracker Double Cab	L	32.8	17.0	222	8	£19198
<b>HONDA</b>						
www.honda.co.uk / Brochure: 0845 200 8000 / Dealers: 196						
Warranty: 3 years/60000 miles						
<b>Jazz - 3900x1695mm, EURO-NCAP★★★★★</b>						
<b>DRIVER POWER POS: 47</b>						
1.2 i-VTEC S	D	53.0	12.5	123	13	£11695
1.2 i-VTEC SE	D	52.0	12.5	125	14	£13395
1.3 iMA Hybrid auto HE	B	63.0	12.1	104	13	£17150
1.3 iMA Hybrid auto HS	B	63.0	12.1	104	13	£17650
1.3 iMA Hybrid auto HX	B	63.0	12.1	104	13	£18250
1.4 i-VTEC ES Plus	D	51.0	11.5	126	16	£14895
1.4 i-VTEC EX	D	50.0	11.8	129	16	£15995
1.4 i-VTEC Si	D	51.0	11.5	128	16	£14995
Auto: add £1100 to 1.4, T-spec: add £995 to S, SE, ES, EX, EXL and iMA						
<b>Civic - 4300x1770mm, EURO-NCAP★★★★★</b>						
<b>DRIVER POWER POS: N/A</b>						
1.4 i-VTEC S	D	52.3	13.4	129	8	£15975
1.8 i-VTEC SE	E	48.7	9.1	137	16	£17635
1.8 i-VTEC SE Plus	F	46.3	9.1	145	16	£19565
1.8 i-VTEC SR	F	46.3	9.1	145	17	£22135
1.8 i-VTEC Sport	F	46.3	9.1	145	17	£19615
1.6 i-DTEC S	A	78.5	10.5	94	18	£18775
1.6 i-DTEC SE Plus	A	78.5	10.5	94	18	£20570
1.6 i-DTEC Sport	A	78.5	10.5	94	18	£20820
1.6 i-DTEC SR	A	78.5	10.5	94	18	£23140
2.0 i-VTEC Type R	N/A	5.7	N/A	N/A	N/A	£23995
2.0 i-VTEC Type R GT	N/A	5.7	N/A	N/A	N/A	£32295
Auto: add £1400-£1415 to 1.8 i-VTEC, SE Plus: add £1990 to S, EX Plus: add £1800 to 1.8 i-VTEC SR, £2000 to 1.6 i-DTEC SR, Civic Tourer: add £1000-£1550 (not 1.4, Type R)						
<b>Accord - 4725x1840mm, EURO-NCAP★★★★★</b>						
<b>DRIVER POWER POS: 31</b>						
2.0 i-VTEC ES	G	41.0	9.4	159	23	£23200
2.0 i-VTEC EX	G	40.0	9.9	162	24	£25580
2.2 i-DTEC ES	E	53.0	9.4	138	24	£25400
2.2 i-DTEC EX	F	52.0	9.5	141	25	£28795
2.2 i-DTEC Type S	F	50.0	8.8	147	28	£31435
2.4 i-VTEC EX	J	33.0	8.1	199	26	£27885
Auto: add £1610 to 2.0 i-VTEC, £1550 to 2.4 i-VTEC, 2.2 i-DTEC (not Type S), Tourer: add £1385-£1575, ES GT: add £920 to ES spec						
<b>CR-V - 4570x1820mm, EURO-NCAP★★★★★</b>						
<b>DRIVER POWER POS: N/A</b>						
2.0 i-VTEC S 2WD	H	39.2	10.0	168	24	£22340
2.0 i-VTEC SE 4WD	H	38.2	10.2	173	24	£25610
2.0 i-VTEC SR 4WD	I	37.2	10.2	177	25	£28590
2.0 i-VTEC EX 4WD	I	37.2	10.2	177	25	£30435
1.6 i-DTEC (120) S 2WD	C	64.2	11.2	115	24	£2



		Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.4 Classic	D	50.0	12.9	130	7	£12515	
1.4 Style	D	50.0	12.9	130	8	£14615	
1.4 CRDi Classic	C	66.0	14.5	114	9	£13835	
1.6 CRDi Active	C	64.0	11.5	117	9	£15385	
1.6 CRDi Style	C	64.0	11.5	117	9	£16335	
1.6 auto Active	G	44.0	12.2	154	10	£15010	
1.6 auto Style	G	44.0	12.2	154	10	£15960	

#### ix35 - 4410x1820mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 90

1.6 GDI 2WD S	G	41.5	11.1	158	18	£17000
1.7 CRDi 2WD S	E	53.3	12.4	139	16	£18500
1.6 GDI 2WD SE	G	41.5	11.1	158	18	£18600
1.7 CRDi 2WD SE	E	53.3	12.4	139	16	£20100
2.0 CRDi 4WD SE	F	49.6	11.3	145	21	£23000
1.7 CRDi 2WD Premium	F	50.4	12.4	147	17	£22850
2.0 CRDi 4WD Premium	F	49.6	11.3	149	21	£25750

Auto: add £1465 to 2.0 CRDi, iSG; add £180 to 1.6 GDI, Premium Panorama: add £800 to Premium

#### Santa Fe - 4690x1880mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.2 CRDi Style 2WD 5-seat	G	47.9	9.4	155	18	£27800
2.2 CRDi Style 4WD 5-seat	G	46.3	9.8	159	19	£29000
2.2 CRDi Premium 4WD 5-seat	G	46.3	9.8	159	19	£30020
2.2 CRDi Premium SE 4WD 7-seat	G	46.3	9.8	159	20	£37720

Auto: add £1705 to 4WD models, Seven seats: add £1200

#### Genesis - 4990x1890mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.8 V6 GDI Genesis	M	25.2	6.5	261	42	£47995
--------------------	---	------	-----	-----	----	--------

#### INFINITI

www.infiniti.co.uk / Dealers: 10  
Warranty: 3 years/60000 miles

#### Q50 - 4790-4800x1820mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

2.2d Q50 SE	C	64.2	8.5	114	39	£27950
2.2d Q50 Premium	C	64.2	8.5	114	40	£30350
2.2d Q50 Sport	C	64.2	8.5	114	40	£32720
3.5 V6 auto Q50 Hybrid	F	45.6	5.1	144	42	£40005
3.5 V6 auto Q50 Hybrid AWD	G	41.5	5.4	159	42	£41630

Auto: add £1550 to 2.2d, Executive: add £1920 to SE, Premium Executive: add £3120 to Premium

#### Q60 - 4655-4780x1770-1850mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.7 V6 auto Q60 Conv GT Prem	M	24.8	6.4	264	48	£45730
3.7 V6 auto Q60 Coupe GT	L	26.9	5.9	246	45	£36780
3.7 V6 auto Q60 Coupe S	L	26.9	5.9	246	45	£38670
3.7 V6 auto Q60 Coupe S Prem	L	26.9	5.9	246	45	£41860

#### Q70 - 4945x1845mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.5 V6 auto Q70 Premium Hybrid	F	45.6	5.3	145	43	£42500
2.2d auto Q70 Premium	D	57.6	8.9	129	35	£32650
2.2d auto Q70 Sport	D	57.6	8.9	129	35	£35850
3.7 V6 auto Q70 Sport Tech	L	27.7	6.2	235	42	£44100

Tech spec: add £4100 to Premium, £2350 to Sport

#### QX50 - 4635-4645x1800mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0d V6 auto QX50	K	33.2	7.9	224	46	£34488
3.0d V6 auto QX50 GT	K	33.2	7.9	224	46	£38963
3.7 V6 auto QX50 GT	M	25.0	6.4	265	46	£38449

Premium spec: add £3598 to GT models

#### QX70 - 4865x1925mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0d V6 auto QX70 GT	K	32.8	8.3	225	47	£42370
3.0d V6 auto QX70 S	K	32.8	8.3	225	47	£44470
3.7 V6 auto QX70 GT	M	23.0	6.8	282	50	£42525
3.7 V6 auto QX70 S	M	23.0	6.8	282	47	£44625
5.0 V8 auto QX70S Premium	M	22.0	5.8	307	50	£54025

Premium spec: add £4450 to GT and S models

#### ISUZU

www.isuzu.co.uk / Brochure: 08446 626 640 / Dealers: 97  
Warranty: 5 years/125000 miles

#### D-Max - 5295x1860mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.5D Eiger Double Cab	J	38.7	N/A	194	9	£23042
2.5D Yukon Double Cab	J	38.7	N/A	194	9	£24242
2.5D Blade Double Cab	J	38.7	N/A	194	9	£29938
2.5D Utah Double Cab	J	38.7	N/A	194	9	£26043

Auto: add £1200 to Yukon, Utah

#### JAGUAR

www.jaguar.co.uk / Brochure: 0800 085 1069 / Dealers: 97  
Warranty: 3 years/unlimited miles

#### XE - 4672x1850mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0d (163) SE	A	75.0	7.9	99	N/A	£29775
2.0d (163) R-Sport	A	75.0	7.9	99	N/A	£32325
2.0d (163) Portfolio	A	75.0	7.9	99	N/A	£32975
2.0d (180) SE	B	67.3	7.4	109	N/A	£30275
2.0d (180) R-Sport	B	67.3	7.4	109	N/A	£33025
2.0d (180) Portfolio	B	67.3	7.4	109	N/A	£33675
2.0i (200) auto SE	I	37.7	7.1	179	N/A	£26995
2.0i (200) auto R-Sport	I	37.7	7.1	179	N/A	£29745
2.0i (240) auto R-Sport	I	37.7	6.5	179	N/A	£33095
3.0i (240) auto Portfolio	I	37.7	6.5	179	N/A	£33745
3.0i S/C (340) auto S	J	34.9	4.9	194	N/A	£44870

Auto: add £1750 to 2.0d, Prestige: add £1000 to SE

#### XF - 4961x1877mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 15

2.2d (163) auto SE	F	52.0	9.8	149	33	£29945
2.2d (163) auto SE Business	F	52.0	9.8	149	33	£31495
2.2d (163) auto Luxury	F	52.0	9.8	149	33	£32945
2.2d (200) auto Luxury	F	52.0	8.5	149	40	£33945

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
2.2D (200) auto Sport	F	52.0	8.5	149	41	£34945
2.2D (200) auto Portfolio	F	52.0	8.5	149	41	£42195
3.0D V6 auto Luxury	H	45.0	7.1	169	43	£35860
3.0D V6 auto Portfolio	H	45.0	7.1	169	44	£45115
3.0D V6 auto S Luxury	H	45.0	6.4	169	45	£46615
3.0D V6 auto S Portfolio	H	45.0	6.4	169	46	£49515
5.0 V8 S/C auto XJR	M	24.4	4.7	270	49	£65440

Sportbrake: add £2000-£2500, R-Sport: add £50 to Luxury, Premium Luxury: add £4000 to Luxury

#### XJ - 5122-5247x1894mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0D V6 auto Luxury	I	40.0	6.4	184	48	£56870
3.0D V6 auto Portfolio	I	40.0	6.4	184	49	£67870
3.0D V6 auto Premium Luxury	I	40.0	6.4	184	48	£60670
3.0 V6 S/C auto Portfolio	L	30.0	5.7	224	49	£73450
3.0 V6 S/C auto Premium Luxury	L	30.0	5.7	224	49	£65995
5.0 V8 S/C auto LWB Supersport	L	30.0	5.7	224	50	£95895
5.0 V8 S/C auto XJR	L	24.4	4.4	270	50	£92395

Long wheelbase: add £3110 (not XJR)

#### F-Type - 4470x1923mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 V6 S/C (340) Coupe	L	28.8	5.5	234	50	£51250
3.0 V6 S/C (380) S Coupe	L	28.8	5.5	234	50	£60250
5.0 V8 S/C (550) auto R Coupe	L	26.4	4.0	255	50	£86800

Auto: add £1800 to V6, 4WD; add £4850 to V6 S and V8 R, Convertible: add £5485 to all models

#### FX - 4794x1892mm, EURO-NCAP N/A

DRIVER POWER POS: 41

5.0 V8 auto XK Signature	M	25.0	5.5	264	47	£54975
5.0 V8 S/C auto XK Dynamic R	M	23.0	4.8	292	50	£69975
5.0 V8 S/C auto XKR-S	M	23.0	4.4	292	50	£97490

XK Convertible: add £6000

#### JEEP

www.jeep.co.uk / Brochure: 00800 04265337 / Dealers: 73  
Warranty: 3 years/60000 miles

#### Renegade - 4236x1805mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.6 eTorq (110) Sport	F	47.1	11.8	141	8	£16995
1.6 eTorq (110) Longitude	F	47.1	11.8	141	9	£18595
1.6 Multijet (120) Sport	C	61.4	10.2	120	13	£18695
1.4T MultiAir (140) Longitude	E	47.1	10.9	140	10	£19795
1.6 Multijet (120) Longitude	C	61.4	10.2	120	13	£20295
2.0 Multijet (140) 4WD Longitude	E	35.4	9.5	134	15	£22795
2.0 MJet (170) auto 4WD Low Ltd	G	48.7	8.9	151	15	£26595
2.0 MJet (170) aut 4WD Trailhawk	G	48.7	8.9	151	15	£27995

Auto: add £1400 to 1.4 MultiAir, Limited: add £2600 to Longitude

#### Wrangler - 4223-4751x1873-1877mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.8 CRD auto Sahara 2dr	K	34.9	10.6	213	24	£29010
2.8 CRD auto Overland 2dr	K	34.9	10.6	213	25	£31160
2.8 CRD auto Sahara 4dr	K	34.0	10.7	217	24	£30680
2.8 CRD auto Overland 4dr	K	34.0	10.7	217	25	£32830

Wrangler Special Order programme: prices from £29025-£33445

#### Compass - 4448x1812mm, EURO-NCAP ★★

DRIVER POWER POS: N/A

2.0 VVT Sport 4x2	H	37.2	10.6	175	22	£18470
2.2 CRD Limited 4x4	H	42.8	9.8	172	28	£25740
2.4 VVT auto North 4x4	K	31.4	10.5	209	24	£21010
2.4 VVT auto Limited 4x4	K	31.4	10.5	209	24	£23860

#### Cherokee - 4623x1859mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 Multijet (140) Longitude	E	53.3	10.9	139	26	£25495
2.0 Multijet (140) Longitude 4x4	F	50.4	12.0	147	26	£27495
2.0 MJet (170) L'ude 4x4 auto	G	48.7	10.3	154	27	£29995
3.2 V6 Trailhawk 4x4 auto	K	29.4	8.4	223	35	£34245

Longitude Plus: add £2200, Limited: add £5700

#### Grand Cherokee - 4822x1943mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 CRD V6 auto Laredo	J	37.7	10.2	198	36	£37705
3.0 CRD V6 auto Limited	J	37.7	8.2	198	40	£39705
3.0 CRD V6 auto Limited+	J	37.7	8.2	198	40	£42705
3.0 CRD V6 auto Overland	J	37.7	8.2	198	41	£46405
3.0 CRD V6 auto Summit	J	37.7	8.2	198	43	£50205
6.4 V8 HEMI auto SR18	M	20.2	5.0	327	50	£60720

#### KIA

www.kia.co.uk / Brochure: 0800 775 777 / Dealers: 170  
Warranty: 7 years/100000 miles

#### Picanto - 3595x1595mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 54

1.0 1.3dr	A	67.0	13.9	99	3	£814
1.0 2.5dr	A	67.0	14.4	99	4	£994
1.25 1 ISG 5dr	A	60.0	11.4	100	7	£1054
1.25 3 5dr	B	60.0	11.4	109	10	£1154
1.25 4 ISG 5dr	B	60.0	11.4	109	12	£1209
1.25 ISG White 3dr	A	60.0	11.0	100	10	£1184
1.25 ISG Quantum 3dr	A	60.0	11.0	100	10	£1199

Auto: add £600 to Picanto 2, 3, White and Quantum, 5dr: add £200 to Picanto 1. VR2: add £1500 to Picanto 1.











Audi  
Vorsprung durch Technik



## Roof up or down? Decisions, decisions.



### The Audi A3 Cabriolet Sport from £27,485. Includes:

- ▶ 17" alloy wheels
- ▶ Front Sports seats
- ▶ Dual-zone electronic climate control
- ▶ Fully automatic acoustic hood

audi.co.uk/offers



Official fuel consumption figures for the Audi A3 Cabriolet Sport range in mpg (l/100km): Urban 33.6 (8.4) – 60.1 (4.7), Extra Urban 50.4 (5.6) – 80.7 (3.5), Combined 42.8 (6.6) – 72.4 (3.9). CO<sub>2</sub> emissions: 154 – 104g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results. The model shown reflects optional metallic paint priced at £525.00. The price shown is the recommended on-the-road price. Prices quoted and examples shown are correct at time of publication [April 2015].

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.6 HDI (115) Active	E	56.4	12.9	132	14	£22445
2.0 HDI (150) Active	F	51.3	10.0	142	18	£23450
Auto: add £850 to 1.6 HDI, £1205 to 2.0 HDI, Allure: add £1750 to Active (not 1.6 VTI)						

#### 2008 - 4159x1739-1829mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 11

1.2 VTI (82) Access+	C	57.6	13.5	114	10	£12995
1.4 HDI (70) Access+	B	70.6	14.9	104	10	£14295
1.2 VTI (82) Active	C	57.6	13.5	114	11	£14095
1.6 VTI (120) Active	E	47.9	9.5	135	19	£15050
1.4 HDI (70) Active	B	70.6	14.9	104	10	£15395
1.6 e-HDI (92) EGC Active	A	74.3	13.3	98	17	£16645
1.2 VTI (82) Allure	C	57.6	13.5	114	11	£15295
1.6 VTI (120) Allure	E	47.9	9.5	135	20	£16450
1.6 e-HDI (92) EGC Allure	A	74.3	13.3	98	18	£17845
1.6 e-HDI (115) EGC Allure	B	70.6	10.4	106	20	£18045
1.6 VTI (120) Feline Calima Amb	E	47.9	9.5	135	19	£17850
1.6 e-HDI (92) Feline Calima Amb	B	70.6	12.8	103	17	£18845
1.6 e-HDI (115) Feline Calima Amb	B	70.6	10.4	106	20	£19445
Auto: add £600 to 1.6 e-HDI Active and Allure, £800 to 1.6 VTI Allure, Feline Mistral Ambience: add £200 to Calima Ambience						

#### RCZ - 4290x1845mm, EURO-NCAP N/A DRIVER POWER POS: 20

1.6 THP (156) Sport	F	44.1	8.3	149	27	£22100
1.6 THP (200) GT	G	42.1	7.6	155	33	£26900
2.0 HDI (163) Sport	E	53.2	8.7	139	29	£23950
1.6 THP (270) R	F	44.8	5.9	145	42	£32000
Auto: add £1140 to 1.6 THP (156), GT: add £2400 to Sport						

#### PORSCHE

www.porsche.co.uk / Brochure: 0845 791 1911 / Dealers: 36  
Warranty: 3 years/unlimited miles

#### Panamera - 4970x1931mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0 V6 PDK Panamera Diesel	G	44.8	6.4	166	46	£65289
3.0 V6 Tipt Panamera S E-Hybrid	A	91.1	5.5	71	50	£84401
3.6 V6 PDK Panamera	J	33.6	6.3	196	46	£63913
4.8 V8 PDK Panamera S	K	32.5	5.1	204	49	£82439
4.8 V8 PDK Panamera GTS	L	26.4	4.4	249	50	£93391
4.8 V8TT PDK Panamera Turbo	L	27.7	4.1	239	50	£108006
Panamera 4: add £3561 to Panamera, Panamera 4S: add £3642 to Panamera S, Turbo S: add £23146 to Turbo						

#### Macan - 468x1923mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

2.0T PDK Macan	H	39.2	6.9	168	35	£40276
3.0 V6 PDK Macan S	K	32.5	5.4	204	40	£43300
3.0 V6 PDK Macan S Diesel	G	46.3	6.3	159	39	£43300
3.6 V6 PDK Macan Turbo	K	31.7	4.8	208	44	£59300

#### Cayenne - 4855x1939mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0 V6 Tiptronic Cayenne Diesel	H	42.8	7.3	173	45	£49902
3.0 V6 Tipt Cayenne S E-Hybrid	A	93.1	5.9	79	49	£61474
4.2 V8 Tiptronic Cayenne S Diesel	K	35.3	5.4	209	50	£61474
3.6 V6 Tiptronic Cayenne S	K	29.7	5.5	223	48	£60218
4.8 V8TT Tiptronic Cayenne Turbo	M	25.2	4.5	261	50	£92628

#### Boxster - 4374x1801mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.7 Boxster	J	34.4	5.8	192	40	£38810
3.4 Boxster S	K	32.1	5.1	206	43	£47035
3.4 Boxster GTS	K	31.4	5.0	211	44	£52879
PDK: add £1922 (£2351 to GTS)						

#### Cayman - 4380-4438x1801mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.7 Cayman	J	34.4	5.7	192	37	£39694
3.4 Cayman S	K	32.1	5.0	206	41	£48783
3.4 Cayman GTS	K	31.4	4.9	211	43	£55397
3.4 Cayman GT4	L	27.4	4.4	238	N/A	£64451
PDK: add £1922 (£2351 to GTS, not GT4)						

#### 911 - 4491-4545x1808-1880mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.4 Carrera	K	31.0	4.8	212	46	£73509
3.4 Carrera 4	K	31.0	4.1	215	46	£78365
3.8 Carrera 4S	K	30.7	4.3	217	47	£88400
3.8 Carrera S	K	29.7	4.5	224	47	£83545
3.8 Carrera GTS	K	29.7	4.4	223	47	£91098
3.8 PDK Turbo	L	29.1	3.4	227	50	£120598
3.8 PDK Turbo S	L	29.1	3.1	227	50	£142120
3.8 PDK GT3	M	22.8	3.5	289	50	£100540
4.0 PDK GT3 RS	M	22.2	3.3	341	50	£131296
PDK: add £2387, Cabrio: add £8659 to Carrera/4Turbo S, £8660 to Carrera S/4S/GTS, £8340 to Turbo, Targa: add £8012 to Carrera 4/4S						

#### 918 Spyder - 4643x1940mm, EURO-NCAP N/A DRIVER POWER POS: N/A

4.6 V8 hybrid PDK	A	85.6	2.8	79	N/A	£781155
4.6 V8 hybrid PDK Weissach	A	94.2	2.8	70	N/A	£853155

#### PROTON

www.proton.co.uk / Brochure: 0800 781 0777 / Dealers: 85  
Warranty: 3 years/60000 miles

#### Savvy - 3710x1643mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.2 Style	E	50.0	13.9	134	8	£7995
-----------	---	------	------	-----	---	-------

#### Satria Neo - 3905x1710mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.6 GSX	G	43.0	11.5	157	3	£8495
1.6 Sport	G	43.0	11.5	157	3	£9495

#### Gen2 - 4310-4477x1725mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.3 GLS Sdr	G	41.0	13.5	164	6	£9195
1.6 GSX Ecologic Sdr	H	40.0	12.6	170	7	£11195
Persona 4dr: same price as Sdr						

#### RENAULT

www.renault.co.uk / Brochure: 0800 072 3372 / Dealers: 153

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
17hp Urban	A	N/A	N/A	0	10	£6895
17hp Technic	A	N/A	N/A	0	11	£7595
Battery hire: £45-£67 per month						

Warranty: 4 years/100000 miles

#### Twizy - 2338x1234mm, EURO-NCAP N/A DRIVER POWER POS: N/A

17hp Urban	A	N/A	N/A	0	10	£6895
17hp Technic	A	N/A	N/A	0	11	£7595

#### Warranty: 4 years/100000 miles Twizy - 2338x1234mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.0 5Ce (70) Expression	B	62.8	12.0	105	2	£9495
1.0 5Ce (70) Play	B	62.8	12.0	105	3	£9995
1.0 5Ce (70) S&S Dynamique	A	67.3	12.0	95	3	£10995
900cc TCe (90) S&S Dynamique	A	65.7	12.0	99	8	£11695
900cc TCe (90) S&S Dynamique S	A	65.7	10.8	99	8	£12545

#### Zoe - 4084x1730mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

75hp Zoe Expression	A	N/A	13.5	0	15	£13995
75hp Zoe Dynamique Zen/Intens	A	N/A	13.5	0	16	£15195
75hp Zoe i Expression	A	N/A	13.5	0	15	£18443
75hp Zoe i Dynamique Zen/Intens	A	N/A	13.5	0	16	£20043
Zoe models: add battery hire from £25 per month						

#### Clio - 4062x1731mm, EURO-NCAP N/A DRIVER POWER POS: 38

1.2 16v (75) Expression	D	51.4	15.4	127	7	£10995
1.2 16v (75) Expression+	D	51.4	15.4	127	8	£12495
900cc TCe (90) Expression+	B	62.8	12.2	104	9	£13495
1.5 dCi (90) Expression+	A	83.1	11.7	90	13	£14595
1.2 16v (75) Dynamique	D	51.4	15.4	127	8	£13495
900cc TCe (90) Dynamique	B	62.8	12.3	106	15	£14495
1.5 dCi (90) Dynamique	A	83.1	11.7	90	13	£15595
900cc TCe (90) Dynamique S	B	62.8	12.2	105	10	£15495
1.5 dCi (90) Dynamique S	A	83.1	11.9	93	13	£16595
1.2 TCe (120) EDC GT Line	C	54.3	9.9	120	14	£17395
1.6T (200) EDC Renaultsport	F	44.8	6.7	144	29	£18995
1.6T (200) EDC Renaultsport Lux	F	44.8	6.7	144	29	£19995
Auto: add £1300 to dCi Dynamique/Dynamique S, ECO: add £250 to 1.5 dCi and 900 TCe						

#### Megane - 4295x1808mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 92

1.6 (110) Expression+	G	40.9	10.5	159	13	£16750
1.5 Energy dCi (110) Expression+	B	68.9	12.3	106	16	£18245
1.2 Energy TCe (115) Expression+	C	53.3	10.9	119	16	£17570
1.6 (110) Limited	G	40.9	10.5	159	13	£18250
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£19745
1.6 (110) Dynamique TomTom	G	40.9	10.5	159	17	£17750
1.2 Energy TCe (115) Dynamique	C	53.3	10.9	119	17	£18570
1.5 Energy dCi (110) Dynamique T	B	68.9	12.3	106	15	£19245
1.6 Energy dCi (130) Dynamique T	B	70.6	9.8	104	17	£19745
2.0 GT 220	H	38.7	7.6	169	31	£19745
Auto: add £1000 to dCi (110), GT Line TomTom: add £1500 to Dynamique TomTom (not 1.6 (110)), Sport Tourer: add £1000						

#### Megane Coupe - 4299x1808-1848mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 92

1.6 (110) Limited	G	40.9	10.5	159	14	£18750
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£21445
1.6 (110) Dynamique TomTom	G	40.9	10.5	159	15	£18250
1.2 Energy TCe (115) Dynamique	C	53.3	10.9	119	14	£19345
1.5 Energy dCi (110) Dynamique	B	68.9	12.3	106	20	£20945
1.6 Energy dCi (130) Dynamique	B	70.6	9.8	104	20	£21445
2.0 GT 220	H	38.7	7.6	169	31	£24230
2.0T Renaultsport 265	H	37.7	6.0	174	36	£25930
2.0T Renaultsport 275 Trophy	H	37.7	6.0	174	36	£28930
2.0T Renaultsport 275 Trophy-R	H	37.7	5.8	174	39	£36430
Auto: add £1000 to dCi (110), GT Line TomTom: add £1500 to Dynamique TomTom (not 1.6 (110)), Coupe Cabrio: add £3600						

#### Scenic - 4366-4573x1845mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 53

1.6 VVT (110) XMOD Dynam Tom	I	36.7	11.7	178	19	£19365
1.2 TCe (115) XMOD Dynam Tom	E	46.3	11.7	140	18	£20455
1.5 dCi (110) XMOD Dynam Tom	B	68.9	12.5	105	19	£21295
1.6 dCi (130) XMOD Dynam Tom	C	64.2	10.3	114	24	£22395
1.2 TCe (130) XMOD Dynam Tom	F	44.1	11.4	145	20	£22305
1.6 VVT (110) Dynam TomTom	H	38.2	11.7	174	19	£19360
1.2 TCe (115) S/S Dynamique Tom	E	47.9	11.7	135	19	£20455
1.2 TCe (130) S/S Dynamique Tom	E	45.6	11.4	140	20	£20805
1.5 dCi (110) S/S Dynamique Tom	B	68.9	12.5	105	19	£2129





www.seat.co.uk / Brochure: 0500 222 222 / Dealers: 128  
Warranty: 3 years/60000 miles

#### Mil - 3540x1641mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.0 12v (60) S 3dr	B	62.8	14.4	105	1	£8195
1.0 12v (60) S A/C 3dr	B	62.8	14.4	105	1	£8705
1.0 12v (60) Ecomotive 3dr	A	68.9	14.4	96	7	£9530
1.0 12v (60) SE 3dr	B	62.8	14.4	105	1	£9630
1.0 12v (60) i-TECH 3dr	B	62.8	14.4	105	3	£9995
1.0 12v (75) Sport 3dr	B	60.1	13.2	108	2	£10380
1.0 12v (75) by MANGO 3dr	B	60.1	13.2	108	2	£10995

Auto: add £1130 to SE, 5dr: add £350

#### Ibiza - 4031-4072x1693mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.2 12v (70) S A/C SC 3dr	D	52.3	13.9	125	5	£11410
1.2 TDI S A/C SC 3dr	B	72.4	13.9	102	7	£13305
1.2 TDI S Ecomotive SC 3dr	A	80.7	13.9	92	7	£13830
1.4 16v SE SC 3dr	E	47.9	11.8	139	9	£12545
1.4 16v Yoda 3dr	E	47.9	11.8	139	11	£12870
1.4 16v 30 Years 3dr	E	47.9	11.8	139	12	£12870
1.2 TSI DSG SE SC 3dr	D	53.3	9.7	124	12	£14185
1.2 TDI SE Ecomotive SC 3dr	A	80.7	13.9	92	7	£14360
1.6 TDI SE SC 3dr	C	65.7	10.5	112	14	£14910
1.6 TDI i-TECH SC 3dr	C	55.4	9.8	119	15	£13790
1.2 TSI FR SC 3dr	C	55.4	9.8	119	12	£14190
1.4 TSI ACT FR SC 3dr	B	60.1	7.8	109	12	£15495
1.6 TDI FR SC 3dr	C	65.7	10.5	112	14	£15910
2.0 TDI FR SC 3dr	D	60.1	8.2	123	22	£17085
1.4 TSI DSG Cupra SC 3dr	E	47.9	6.9	139	27	£18980

DSG: add £895 to 1.2 TSI FR, 5dr: add £500 to SC, ST add £120, FR Edition: add £600 to 1.4 TSI ACT FR

#### Toledo - 4482x1703mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.2 TSI (85) S	C	55.4	11.8	119	10	£14265
1.2 TSI (105) S	C	56.5	10.4	116	13	£15295
1.2 TSI (105) i-TECH	C	56.5	10.4	116	15	£17105
1.4 TSI (122) DSG SE Nav	F	45.6	9.5	146	17	£17965
1.6 TDI (105) Ecomotive S	B	72.4	10.6	104	15	£17150
1.6 TDI (105) Ecomotive i-TECH	B	72.4	10.6	104	15	£18870

SE Nav: add £1200 to S (not 1.2 TSI (85))

#### Leon - 4263x1784mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.2 TSI S 5dr	C	57.6	10.0	114	12	£16115
1.6 TDI S 5dr	A	74.3	10.7	99	13	£17815
1.2 TSI SE 5dr	C	57.6	10.0	114	13	£17235
1.4 TSI SE 5dr	C	54.3	8.2	119	17	£17835
1.6 TDI (105) SE 5dr	A	74.3	10.7	99	13	£18395
1.6 TDI (110) Ecomotive SE 5dr	A	85.6	10.7	87	14	£19925
2.0 TDI (150) SE 5dr	B	68.9	8.4	106	19	£20285
1.4 TSI ACT FR 5dr	C	54.3	8.2	119	18	£20000
1.8 TSI FR 5dr	E	47.1	7.5	139	25	£20775
2.0 TDI (150) FR 5dr	B	68.9	8.4	106	20	£21830
2.0 TDI (184) FR 5dr	C	65.7	7.5	112	26	£22820
2.0 TSI (265) Cupra SC 3dr	F	44.1	5.9	149	26	£25960
2.0 TSI (280) Cupra SC 3dr	F	44.1	5.8	149	26	£27510
2.0 TDI (150) X-PERIENCE SE	D	57.6	8.7	129	19	£24385
2.0 TDI (184) DSG X-PER SE Tech	E	55.4	7.1	133	23	£28870

DSG: add £1250 to 1.2 TSI SE, 1.8 TSI FR, 1.6 TDI SE, 2.0 TDI, SC 3dr: £300 less than 5dr, Leon ST: add £825

#### Altea - 4282x1768mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.6 TDI (105) Ecomotive i-TECH	C	62.8	12.2	119	14	£19345
2.0 TDI (140) i-TECH	D	57.6	9.7	129	19	£20145

DSG: add £870 to 1.6 TDI, Altea XL: add £720

#### Alhambra - 4854x1904mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
2.0 TDI (140) Ecomotive S	F	50.0	10.9	146	18	£25630
2.0 TDI (140) i-TECH	F	50.0	10.9	146	18	£28630
2.0 TDI (177) SE Lux	G	49.0	9.5	158	21	£32420

DSG: add £1285, SE: add £1875 to S, SE Lux: add £5315 to S

### SKODA

www.skoda.co.uk / Brochure: 0845 774 5745 / Dealers: 135  
Warranty: 3 years/60000 miles

#### Citigo - 3563x1641mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 2

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.0 MPI (60) S 3dr	B	62.8	14.4	105	1	£8210
1.0 MPI (60) SE 3dr	B	62.8	14.4	105	1	£9060
1.0 MPI (60) Monte Carlo 3dr	B	62.8	14.4	105	1	£10590
1.0 MPI (60) Black Edition 3dr	B	62.8	14.4	105	1	£10090
1.0 MPI (75) Elegance 3dr	A	67.3	13.2	98	2	£10695

ASG auto: add £305 to SE and Elegance (75), 5dr: add £350, GreenTech: add £360 to (60) SE and Elegance

#### Fabia - 3992x1732mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.0 MPI (60) S	B	60.1	15.7	106	2	£10600
1.0 MPI (75) S	B	58.8	14.7	108	2	£11460
1.2 TSI (110) DSG S	B	60.1	9.4	109	13	£13740
1.4 TDI (90) S	A	83.1	11.1	88	12	£14090
1.0 MPI (75) SE	B	58.8	14.7	108	5	£12760
1.2 TSI (90) SE	B	60.1	10.9	107	10	£13390
1.2 TSI (110) SE	B	58.8	9.4	110	14	£14040
1.4 TDI (90) SE	A	83.1	11.1	88	12	£15390
1.4 TDI (105) SE L	A	80.7	10.1	90	12	£16480

Auto: add £1000 to 1.2 TSI (110) and 1.4 TDI (90), SE L: add £850 to SE, Estate: add £1000 to selected models

#### Rapid - 4483x1706mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.2 (75) S	E	47.9	13.9	137	7	£13190
1.2 TSI (86) S	C	55.4	11.8	119	10	£13980
1.2 TSI (86) SE	C	55.4	11.8	119	10	£14930
1.2 TSI (105) SE	D	52.3	10.3	125	13	£15630
1.2 TSI (105) Sport	D	52.3	10.3	125	13	£15630
1.4 TSI (122) DSG SE	E	48.7	9.5	134	16	£17425
1.6 TDI (105) SE	C	64.2	10.4	114	15	£17380
1.2 TSI (105) Elegance	D	49.0	10.3	125	13	£16380
1.6 TDI (105) Elegance	C	50.4	10.4	114	15	£18130
1.6 TDI (90) GreenLine	A	74.3	12.0	99	13	£17815

Rapid Spaceback: add £540, GreenTech: add £250 to 1.2 TSI (86), 1.4 TSI, and all 1.6 TDI SE and Elegance models

#### Octavia - 4659x1814mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.2 TSI (105) S	C	57.7	9.9	114	13	£16310
1.6 TDI (105) S	A	74.3	10.4	99	13	£18360
1.2 TSI (105) SE	C	57.7	9.9	114	18	£16660
1.4 TSI (140) SE	D	53.3	8.1	121	18	£18860
1.6 TDI (105) SE	A	74.3	10.4	99	13	£19710
2.0 TDI (150) SE	B	68.9	8.2	106	19	£20610
1.4 TSI (140) Elegance	D	53.3	8.1	121	19	£20560
1.6 TDI (105) Elegance	A	74.3	10.4	99	14	£21410
2.0 TDI (150) Elegance	B	68.9	8.2	106	20	£22310
1.8 TSI (180) Laurin & Klement	F	46.3	7.3	141	25	£26570
2.0 TDI (150) Laurin & Klement	B	68.9	8.2	106	22	£26410
1.6 TDI (110) GreenLine III	A	74.3	10.6	85	15	£20300
2.0 TDI (184) vRS	C	61.4	8.1	119	26	£24020
2.0 TSI (220) vRS	F	45.6	6.8	142	29	£27355
2.0 TDI (150) 4x4 Scout	D	55.4	9.1	129	19	£25315
2.0 TDI (184) DSG 4x4 Scout	E	55.4	7.8	134	22	£27990

DSG: add £1250 (£1390 to vRS), Estate: add £800, SE Business: £150 less than SE (1.6 & 2.0 TDI only), Black Edition: add £275 to 1.6 TDI and 2.0 TDI Elegance models

#### Superb - 4833x1817mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 3

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.4 TSI (125) S	E	47.9	10.5	138	19	£18690
1.6 TDI (105) Eleg GreenLine III	B	67.3	12.2	109	17	£23990
1.6 TDI (105) S	C	62.8	12.1	117	17	£19890
1.6 TDI (105) S GreenLine III	B	67.3	12.2	109	17	£20200
1.6 TDI (105) SE GreenLine III	B	67.3	12.2	109	17	£21665
1.8 TSI Elegance DSG	G	40.4	8.4	162	27	£25745
1.8 TSI SE	G	41.5	8.2	158	26	£21725
2.0 TDI (140) Elegance	C	61.4	10.0	119	23	£24840
2.0 TDI (140) Laurin & Klement	C	61.4	10.0	119	24	£26830
2.0 TDI (170) Elegance	C	61.4	8.6	120	26	£25770
2.0 TDI (170) Laurin & Klement	C	61.4	8.6	120	26	£25640
2.0 TDI (140) S	C	61.4	10.0	119	22	£20490
2.0 TDI (140) SE	C	61.4	10.0	119	23	£22130
2.0 TDI (170) SE	C	61.4	8.6	120	25	£23060
3.6 V6 DSG Elegance 4x4	K	30.4	6.4	215	35	£30655
3.6 V6 DSG Laurin & Klement 4x4	K	30.4	6.4	215	35	£32645

DSG: add £1435 to 2.0 TDI, Estate: add £125, 4x4: add £1585 to 2.0 TDI (140) Elegance and Laurin & Klement, 4x4 DSG: add £2895 to 2.0 TDI (170), Outdoor: add £2000 to 2.0 TDI (140) 4x4 or 2.0 TDI (170) DSG 4x4 estates, Outdoor Plus: add £1000

#### Roomster - 4214x1684mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 81

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.2 TSI (105) DSG S	E	50.0	11.0	134	12	£14185
1.2 TSI (86) S	E	50.0	12.6	134	9	£12750
1.2 TSI (105) SE	E	50.0	10.9	134	12	£14795
1.2 TSI (86) SE	E	50.0	12.6	134	9	£14130
1.2 12v (69) S	F	46.0	15.9	143	5	£21205
1.2 TDI (75) GreenLine II	B	67.0	15.4	109	9	£16325
1.6 TDI (105) SE	D	60.0	11.5	124	19	£15640
1.6 TDI (90) SE	D	60.0	13.3	124	11	£15415

Scout: add £660 to 1.2 TSI and 1.6 TDI SE

#### Yeti - 4223x1793mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 1

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.2 TSI (105) S	F	46.3	11.4	142	13	£16715
1.6 TDI (105) GreenLine II S	C	61.4	12.1	119	14	£18205
2.0 TDI (110) S	E	55.4	11.6	134	14	£18055
1.2 TSI (105) SE	F	46.3	11.4	142	14	£18225
1.6 TDI (105) GreenLine II SE	C	61.4	12.1	119	14	£19715
2.0 TDI (110) SE	E	55.4	11.6	134	14	£19565
1.2 TSI (105) Elegance	F	46.3	11.4	142	14	£20050
1.6 TDI (105) GreenLine II Elegance	C	61.4	12.1	119	14	£21475
2.0 TDI (110) Elegance	E	55.4	11.6	134	14	£21390
2.0 TDI (140) Outdoor SE 4x4	G	48.7	9.9	152	18	£22030
2.0 TDI (140) Outdoor Elegance 4x4	G	48.7	9.9	152	19	£23965
2.0 TDI (170) Outdoor Elegance 4x4	F	49.6	8.4	149	22	£24640
1.8 TSI (160) Outdoor L&K 4x4	F	36.2	8.4	184	22	£25610
2.0 TDI (140) DSG Outdoor L&K 4x4	G	44.8	10.2	164	19	£27165
2.0 TDI (170) Outdoor L&K 4x4	F	49.6	8.4	149	22	£26740

DSG: add £1100 to 1.2 TSI, Yeti Outdoor: same price as standard car, 4x4: add £1640 to 2.0 TDI (110) Outdoor S and Outdoor SE

### SMART

www.thesmartcar.co.uk / Brochure: 0808 000 8080 / Dealers: 48  
Warranty: 3 years/unlimited miles

#### fortwo - 2695x1663mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: N/A

1.0 (71) passion	A	68.9	14.4	93	3	£11125
1.0 (71) prime	A	68.9	14.4	93	3	£11820
1.0 (71) edition #1	A	68.9	14.4	93	3	£13225
0.9T (90) passion	A	67.3	10.4	97	8	£11720
0.9T (90) prime	A	67.3	10.4	97	8	£12415
0.9T (90) edition #1	A	67.3	10.4	97	9	£13820

prox: same price as prime



	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.0T (115) Rocks	C	55.4	9.9	119	10	£15995
1.4T (150) Grand Slam	E	47.9	8.5	139	15	£16995
Start/Stop: add £295 to 1.2 VVT, 1.4 VVT (100), Glam: add £135						
Slam: add £1895, Adam Rocks Air: add £1000 to Adam Rocks						

#### Corsa - 4021x1736x1746mm, EURO-NCAP★★★★

DRIVER POWER POS: N/A	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.2i (70) Life 3dr	D	52.3	16.0	126	2	£10900
1.4i (90) Life 3dr	D	54.3	13.2	121	6	£11245
1.3 CDTi (75) S/e ecoFLEX Life 3dr	A	74.3	14.8	100	6	£13150
1.2i (70) Sting 3dr	D	53.3	16.0	124	2	£8995
1.4i (90) ecoFLEX Sting 3dr	C	55.4	13.2	119	6	£9340
1.0T (115) S/e ecoFLEX Sting 3dr	C	57.6	10.3	114	11	£10625
1.0T (115) S/e ecoFLEX Sting R 3dr	C	57.6	10.3	114	11	£10995
1.2i (70) Excite 3dr	D	53.3	16.0	124	3	£10965
1.4i (90) ecoFLEX Excite 3dr	C	55.4	13.2	119	6	£12310
1.0T (115) S/e ecoFLEX Excite 3dr	C	57.6	10.3	114	12	£14095
1.2i (70) Limited Edition 3dr	D	52.3	16.0	126	3	£13805
1.4i (90) Limited Edition 3dr	D	54.3	13.2	121	7	£14150
1.0T (115) S/e ecoFLEX Ltd Ed 3dr	C	57.6	10.3	115	13	£15635
1.2i (70) Design 3dr	D	52.3	16.0	126	3	£10900
1.4i (90) Design 3dr	D	54.3	13.2	121	6	£11245
1.0T (90) S/e ecoFLEX Design 3dr	B	57.6	11.9	102	9	£12730
1.3 CDTi (75) S/e ePLX Design 3dr	A	74.3	14.8	100	6	£13150
1.3 CDTi (95) S/e ePLX Design 3dr	A	85.6	11.9	87	9	£13650
1.2i (70) SRI 3dr	D	53.3	16.0	124	3	£11595
1.4i (90) SRI 3dr	C	55.4	13.2	119	6	£11940
1.0T (90) S/e ecoFLEX SRI 3dr	A	57.6	11.9	100	9	£13425
1.4T (100) S/e ecoFLEX SRI 3dr	C	55.4	11.0	119	10	£12595
1.3 CDTi (75) S/e ePLX SRI 3dr	A	76.3	14.8	99	6	£13845
1.3 CDTi (95) S/e ePLX SRI 3dr	A	88.3	11.9	85	9	£14345
1.2i (70) SE 3dr	D	53.3	16.0	124	3	£12240
1.4i (90) ecoFLEX SE 3dr	C	55.4	13.2	119	6	£12585
1.0T (90) S/e ecoFLEX SE 3dr	A	57.6	11.9	100	9	£14070
1.2i (70) S/e ecoFLEX SE 3dr	C	55.4	11.0	119	10	£14200
1.3 CDTi (75) S/e ePLX SE 3dr	A	76.3	14.8	99	7	£14490
1.3 CDTi (95) S/e ePLX SE 3dr	A	88.3	11.9	85	9	£14990
Auto: add £655 to 1.4i (90) (not Life, Sting, Limited Edition), 5dr: add £600 (not Sting R), SRI VX-Line: add £1035 to SRI						

#### Astra - 4290-4419x1753-1814mm, EURO-NCAP★★★★

DRIVER POWER POS: N/A	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.4 VVT (100) Expression	D	51.0	14.0	129	9	£12995
1.4 VVT (100) Design	F	50.0	12.9	129	9	£15250
1.6 VVT (115) Design	F	45.0	10.9	147	12	£16060
1.3 CDTi (95) ecoFLEX S/S Design	B	72.0	13.8	104	12	£16835
1.6 CDTi (110) ecoFLEX Design	A	63.0	11.8	94	15	£17735
1.6 CDTi (136) ecoFLEX Design	B	63.0	10.7	104	18	£18330
1.4 VVT (100) Excite	D	51.0	12.9	129	9	£17755
1.6 VVT (115) Excite	F	45.0	10.9	147	12	£18565
1.7 CDTi (110) e/PLX S/S Excite	A	63.0	11.8	99	15	£18965
1.4 VVT (100) Tech Line	C	63.0	8.5	119	10	£19995
1.4 VVT (100) SRI	D	51.0	12.9	129	9	£19835
1.6 VVT (115) SRI	F	46.0	10.9	146	12	£19545
1.4T (140) SRI	E	48.0	9.0	138	17	£20205
1.6T (180) SRI	G	42.0	7.9	159	12	£20810
1.6 CDTi (110) ecoFLEX SRI	A	63.0	11.8	94	15	£21740
1.6 CDTi (136) ecoFLEX SRI	B	63.0	10.7	104	18	£22335
1.7 CDTi (110) S/S 99g SRI	A	76.0	11.8	99	15	£21245
2.0 CDTi (165) SRI	C	63.0	8.5	119	20	£22625
2.0 CDTi (195) S/S Biturbo	D	53.3	7.8	134	26	£24265
Auto: add £1020 to 2.0 CDTi, £1320 to 1.6 VVT, Sports Tourer: add £670-£1145, Tech Line: add £1390 to Design, Tech Line GT: add £125 to Tech Line, Elite: add £1695 to SRI (selected models)						

#### Ampers - 4498x1787mm, EURO-NCAP★★★★

DRIVER POWER POS: N/A	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.4 auto Positiv	A	235.4	9.0	27	20	£28750
1.4 auto Electron	A	235.4	9.0	27	21	£30495

#### Insignia - 4842x1856mm, EURO-NCAP★★★★

DRIVER POWER POS: N/A	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.8 VVT (140) Design 5dr	G	40.4	11.5	164	14	£16479
1.4T (140) S/S Design 5dr	D	54.3	10.9	123	15	£17394
2.0 CDTi (120) S/S Design 5dr	B	76.3	11.9	99	15	£18944
2.0 CDTi (130) Design	C	62.8	11.1	119	16	£18104
2.0 CDTi (140) ecoFLEX Design 5dr	A	76.3	10.5	99	18	£19194
2.0 CDTi (163) ecoFLEX Design	C	65.7	9.5	114	20	£19554
1.8 VVT (140) SRI 5dr	G	40.4	11.5	164	14	£18279
1.4T (140) S/S SRI 5dr	D	54.3	10.9	123	15	£19194
2.0 CDTi (120) S/S SRI 5dr	A	76.3	11.9	99	15	£20744
2.0 CDTi (130) SRI 5dr	C	62.8	11.1	119	16	£19904
2.0 CDTi (140) ecoFLEX SRI 5dr	A	76.3	10.5	99	19	£20994
2.0 CDTi (163) ecoFLEX SRI	C	65.7	9.5	114	20	£21354
2.0 BiCDTi (195) S/S V-Line 5dr	D	60.1	8.7	125	24	£24814
2.0T (250) S/S SRI V-Line 5dr	H	39.2	7.5	169	26	£24449
1.4T (140) S/S Elite 3dr	J	60.1	8.7	125	18	£15754
1.6T (170) S/S Elite 3dr	E	47.9	9.2	139	20	£22964
2.0T (250) S/S Elite 3dr	H	39.2	7.5	169	26	£23609
2.0 CDTi (120) S/S Elite 3dr	A	76.3	11.9	99	16	£23124
2.0 CDTi (140) S/S Elite 3dr	A	76.3	10.5	99	19	£23374
2.0 CDTi (163) ecoFLEX Elite 3dr	C	65.7	9.5	114	20	£23734
2.0 BiTurbo (195) S/S auto Elite 3dr	D	60.1	8.7	125	24	£23739
2.8 V6T VXR SuperSport 3dr	L	27.0	5.6	249	37	£29769
Auto: add £1640 to 2.0 CDTi (130), £1660 to 2.0 CDTi (163), £2010 to 2.0T, Saloon: same price as 3dr (selected models), Sports Tourer: add £1430, Energy: add £2800 to Design, Limited Edition: add £1100 to Energy, SRI VX-Line: add £1120 to SRI, SE: same price as SRI, Tech Line: add £850 to SRI						

#### Insignia Country T'r - 4913x1856mm, EURO-NCAP★★★★

DRIVER POWER POS: 82	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
2.0 CDTi (163) ecoFLEX	C	62.8	9.9	119	14	£24209
2.0 CDTi (163) ecoFLEX 4x4	F	59.4	10.9	147	12	£25354
2.0 BiTurbo (195) 4x4 auto	H	42.8	9.9	174	16	£29714
Auto: add £1660 to 2.0 CDTi						

#### Meriva - 4288x1812mm, EURO-NCAP★★★★

DRIVER POWER POS: 82	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.4 VVT (100) Expression	E	46.3	13.9	140	8	£12625
1.4 VVT (100) S	E	46.3	13.9	140	8	£16420
1.4T VVT (120) S	E	47.9	11.5	139	11	£17155
1.3 CDTi (75) S	F	57.6	16.9	129	6	£17910
1.3 CDTi (95) ecoFLEX S	C	62.8	13.8	119	7	£19000
1.7 CDTi (110) auto S	G	46.3	12.9	160	12	£20340
1.6 CDTi (136) S	C	64.2	9.9	116	16	£19340
1.4 VVT (100) Tech Line (a/c)	E	46.3	13.9	140	7	£13995
1.3 CDTi (75) Tech Line (a/c)	E	57.6	16.9	129	5	£15610
1.4 VVT (100) SE (a/c)	E	46.3	13.9	140	8	£18445
1.4T VVT (120) SE (a/c)	E	47.9	11.5	139	14	£19175
1.4T VVT (140) SE (a/c)	G	44.2	10.3	151	14	£20095
1.7 CDTi (110) auto SE (a/c)	G	46.3	12.9	160	12	£22360
1.6 CDTi (136) SE (a/c)	C	64.2	9.9	116	16	£21370
Auto: add £1420 to 1.4T (120) Exclusiv, SE, Exclusiv: add £670 to S						

#### Zafira Tourer - 4658x1884mm, EURO-NCAP★★★★

#### DRIVER POWER POS: N/A

1.4T (140) S/S Exclusiv	F	45.0	9.9	148	14	£22680
1.4T (140) S/S	F	45.0	9.9	148	15	£24020
1.8 VVT (140) SE	H	39.0	10.9	169	14	£21375
1.8 VVT (140) Exclusiv	H	39.0	10.9	169	14	£22375
1.6 CDTi (136) Exclusiv	B	54.0	11.5	109	11	£25400
2.0 CDTi (110) ES	F	54.0	11.5	137	11	£22630
2.0 CDTi (130) ecoFLEX S/S ES	C	63.0	10.6	119	15	£23300
2.0 CDTi (130) ecoFLEX S/S Exclusiv	C	63.0	10.6	119	15	£24300
2.0 CDTi (165) S/S Exclusiv	E	54.0	9.1	137	19	£24695
2.0 CDTi (165) ecoFLEX S/S SE	C	63.0	10.6	119	15	£25475
2.0 CDTi (165) S/S SE	E	54.0	9.1	137	19	£26090
2.0 CDTi (195) S/S Biturbo SE	E	50.4	8.5	149	21	£27740

Auto: add £1405 to 1.4T, £1285 to 2.0 CDTi (165), SRI: £45 less than SE, Tech Line: £2225 less than Exclusiv, Elite: add £1500 to SE

#### Mokka - 4280x1777mm, EURO-NCAP N/A

#### DRIVER POWER POS: 29

1.6 16v (115) S/S Exclusiv	G	43.5	12.2	153	6	£18064
1.4T (140) S/S Exclusiv	E	47.1	9.6	139	12	£18724
1.7 CDTi (130) S/S Exclusiv	D	60.1	9.6	124	13	£19749
Auto: add £930 to 1.4T, £1010 to 1.7 CDTi, 4x4: add £1700, Tech Line: £2000 less than Exclusiv, SE: add £2500 to Exclusiv						

#### Antara - 4596x1850mm, EURO-NCAP N/A

#### DRIVER POWER POS: N/A

2.2 CDTi (163) Exclusiv AWD	H	43.0	9.9	175	25	£23450
2.2 CDTi (163) Exclusiv FWD	H	45.0	9.9	167	25	£21030
2.2 CDTi (163) SE Nav AWD	H	43.0	9.9	175	28	£26325
2.2 CDTi (184) SE Nav AWD	H	43.0	9.6	175	28	£27385
2.4 (167) Exclusiv FWD	K	32.0	10.5	206	20	£19800
Auto: add £1185, Diamond: add £800 to Exclusiv diesels						

#### GTC - 4466x1840mm, EURO-NCAP★★★★

#### DRIVER POWER POS: N/A

1.4T (120) S/S Sport	E	48.0	10.9	139	13	£18995
1.4T (140) S/S Sport	E	48.0	9.9	139	16	£19885
1.6T (200) Sport	H	39.0	8.3	154	25	£21250
1.7 CDTi (110) S/S Sport	C	63.0	11.9	119	13	£20850
1.7 CDTi (130) S/S Sport	C	63.0	10.8	119	13	£21450
2.0 CDTi (165) S/S Sport	D	59.0	8.9	127	20	£21955
2.0 CDTi (195) S/S BiTurbo	D	53.3	7.8	129	27	£24175
2.0T (280) VXR	J	34.9	5.9	189	35	£22720

SRI: add £1410 to Sport, 109g/km: add £995 to 1.7 CDTi models

#### Cascada - 4696x1839mm, EURO-NCAP N/A

#### DRIVER POWER POS: N/A

DRIVEN POWER PLUS						
1.4T (140) S/S SE	F	44.8	10.2	148	20	£23995
1.6T (170) auto SE	H	39.2	9.2	168	24	£27095
2.0 CDTi (165) S/S SE	E	54.3	9.6	138	23	£26080
2.0 CDTi (165) auto SE	G	45.6	9.6	163	23	£27600
2.0 CDTi BiTurbo (195) S/S Elite	E	54.3	8.9	139	27	£29665

Auto: add £100 to SE  
Auto: add £100 to SE





# New WEC challengers unveiled



**Stephen Errity**

Stephen.Errity@dennis.co.uk

**AE** TOYOTA and Porsche have taken the wraps off their 2015 World Endurance Championship (WEC) and Le Mans contenders at the series' pre-season test at Paul Ricard, France.

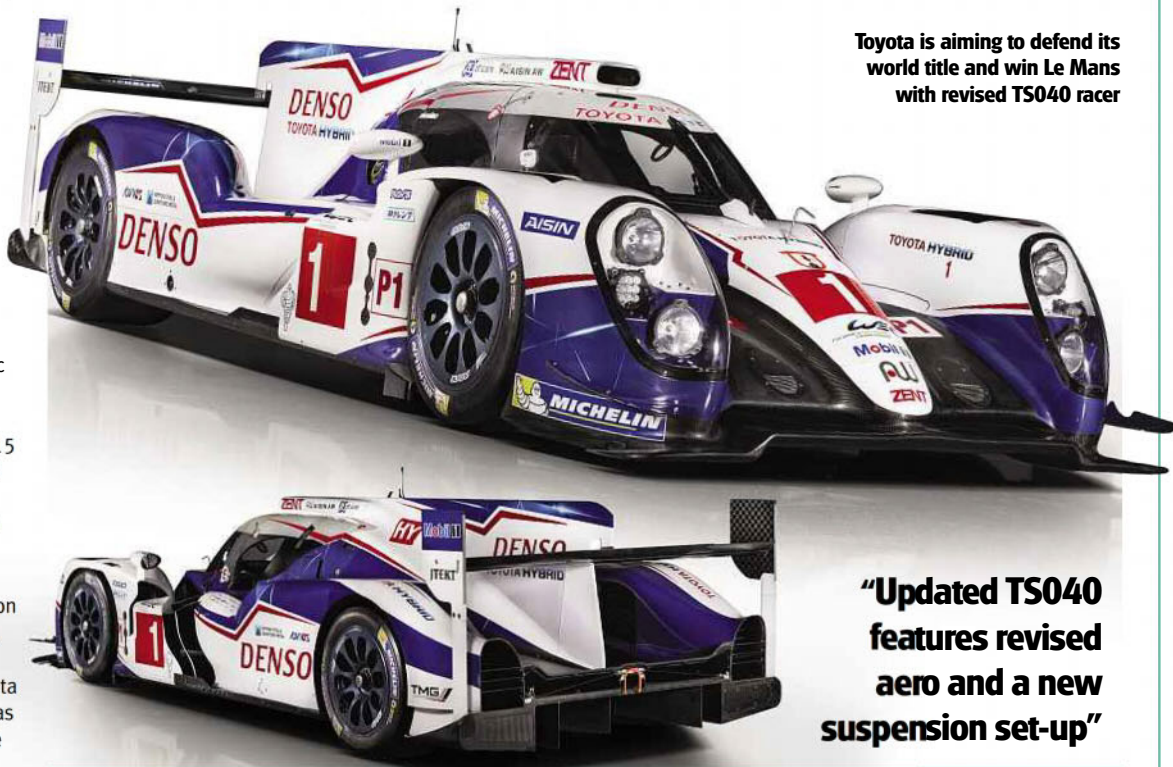
Defending world champion Toyota has updated its TS040 racer, which won five of the eight WEC events last season. It features revised aero and a new suspension set-up to optimise tyre usage, plus some weight saving.

As usual, the car will sport a low-downforce configuration for Le Mans, with a more conventional aerodynamic set-up for the grand prix tracks that form the remainder of the calendar.

Having previously confirmed its 2015 race drivers, Toyota also revealed that Kamui Kobayashi will serve as its test and reserve driver for the season. The Japanese drove for Toyota in Formula One and also contested the full 2013 World Endurance Championship season in an AF Corse-run Ferrari 458 GTE car.

Finally, Toyota announced that its motorsport president Yoshiaki Kinoshita would be returning to duties in Japan as planned next month, handing over the reins to a former F1 engineer, Toshio

■ **Porsche moves to maximum hybrid power category** ■ **Toyota reveals car for world title defence**



Toyota is aiming to defend its world title and win Le Mans with revised TS040 racer

**"Updated TS040 features revised aero and a new suspension set-up"**



**New Porsche 919 runs with maximum possible WEC hybrid power output of 8MJ**

Sato. He said: "I'd like to thank the whole WEC community for the support and encouragement they've given since we joined in 2012. It's great to see #1 on our car this year – our target is to retain it and to win Le Mans."

Also at the Paul Ricard test, Porsche presented the latest evolution of its 919 hybrid, which moves into the top 8MJ hybrid category. Speaking at the launch, Wolfgang Hatz, Porsche board

member for R&D, emphasised the links between the brand's WEC campaign and its hybrid road cars.

"The pressure to perform in racing means our development specialists for production cars can learn a lot," he said. "Our young engineers receive top-quality training and this knowledge can then later be applied very effectively in series production."

## BTCC confirms 32-car Brands grid

THE British Touring Car Championship has announced a 32-car entry list for its 2015 season, which gets underway at Brands Hatch, Kent, this weekend.

Reigning champion Colin Turkington has moved from West Surrey Racing and will defend his title in a Volkswagen CC run by Team BMR, with double champ Jason Plato among his team-mates.

The series' 2013 champion Andrew Jordan also has a new home for 2015, slotting into the MG seat vacated by Plato. West Surrey Racing, meanwhile, has secured the services of three-time World Touring Car Champion Andy Priaulx in one of its BMW 1 Series.

Honda Yuasa Racing is fielding an unchanged line-up of Matt Neal and



Gordon Shedden – both also former BTCC champions – in its new Civic Type R racer, which replaces last year's unique Civic Tourer.

Elsewhere, Nissan luxury brand Infiniti is joining the grid with a pair

of Q50 saloons racing in aid of the Support Our Paras military charity.

And F1 champion Lewis Hamilton's brother Nicolas is stepping up from the Clio Cup support series to run a part-season in an AmD Audi S3.

### BRIT PACK

**This year's packed BTCC grid sees 11 different car manufacturers represented**



### ■ FORMULA E STAYS STATESIDE IN LONG BEACH

FIA Formula E heads to Long Beach, California this weekend for its second US event following the recent visit to Miami, Florida.

Nicolas Prost (above) became the fifth victor in as many rounds at that race, but was chased hard by ex-F1 driver Scott Speed, who'll be hoping to go one better. ITV4 will broadcast the race live on Saturday at 11pm.





# FREE G3

## Professional Car Care Pack

when you subscribe to Auto Express

Subscribe to **Auto Express** today and save 46% on the shop price. Enjoy the latest motoring news delivered to your door each week, and we'll send you an exclusive welcome gift!

### YOUR FREE GIFT

Get your hands on the **G3 Professional Colour Restorer and Scratch Remover** – worth £20. The No.1 choice for bodyshops around the world, **G3 Colour Restorer** is a professional grade formula that restores colour and removes micro scratches, swirls and light oxidation **PLUS** gives three times the gloss of its closest competitors.

Pair this with the **Auto Express 2014 Product Award winner, G3 Professional Scratch Remover** to permanently remove scratches leaving your motor looking as good as new.

Don't miss out, get yours **FREE** with **Auto Express TODAY!**



### YOUR GREAT SUBSCRIPTION OFFER

- **FREE G3 Professional Colour Restorer and Scratch Remover**
- **FREE delivery** of every issue
- **Save 46%** on your subscription
- All the latest **news, road tests & reviews** delivered to your door each week

**ORDER ONLINE:** [www.dennismags.co.uk/autoexpress](http://www.dennismags.co.uk/autoexpress)  
**CALL NOW:** **0844 844 0026** quoting offer code **P1364P** or complete the form overleaf

### Subscription Order Form

- ☐ **YES!** Please start my subscription to **Auto Express** and send me my **FREE G3 Professional Colour Restorer and Scratch Remover**. If I choose not to continue my subscription after my trial period, I will miss out on the **UK's biggest car news weekly** and a 46% saving on the shop price.
- ☐ OR I am an existing subscriber. Please extend my subscription with this offer.

#### YOUR DETAILS

Mr/Mrs/Ms	Forename
Surname	
Address	
Postcode	
Daytime Tel	Mobile Tel
E-mail	Year of Birth

#### DIRECT DEBIT PAYMENT

- ☐ Just £19.99 every 13 issues (**Save 46% on the shop price**)

<b>Dennis</b> Instruction to your Bank or Building Society to pay by Direct Debit		<b>DIRECT Debit</b>
Name and full postal address of your Bank or Building Society		
To the manager: Bank name	Originator's Identification Number	
Address	7 2 4 6 8 0	
Postcode	Instructions to your Bank or Building Society: Please pay Dennis Publishing Ltd Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may remain with Dennis Publishing Ltd and if so details will be passed electronically to my Bank/Building Society.	
Account in the name(s) of	Signature(s)	
Branch sort code	Date	
Bank/Building Society account number	Banks and building societies may not accept Direct Debit instructions for some types of account.	

**SAVE 46%**

**RETURN TO:** FREEPOST RLZS-ETGT-BCZR, Auto Express Subscriptions, 800 Guillat Ave, Kent Science Park, Sittingbourne ME9 8GU (no stamp required).

Gifts are limited to first 200 orders. Please allow 28 days for delivery. UK only. This offer is limited to one per household. Alternative gift may be supplied. You will be able to view your subscription details online at [www.subsinfo.co.uk](http://www.subsinfo.co.uk)

Auto Express Print edition quote offer code: **P1364P**

Dennis Publishing (UK) Ltd uses a layered Privacy Notice, giving you brief details about how we would like to use your personal information. For full details please visit our website [www.dennis.co.uk/privacy/](http://www.dennis.co.uk/privacy/) or call us on 0844 844 0053 or 01795 419 844. If you have any questions please ask us submitting your details indicates your consent, until you choose otherwise, that we and our partners may contact you about products and services that will be of relevance to you via, direct mail, phone, email and SMS. You can opt-out at ANY time via [www.subsinfo.co.uk](http://www.subsinfo.co.uk) or [privacy@dennis.co.uk](mailto:privacy@dennis.co.uk) or 0844 844 0053 or 01795 419 844.



**AE** DAVID Cameron's Conservatives have had ample opportunity – a full decade – to plan, design and build the improved road network Britain desperately needs.

Cameron was opposition leader from 2005-10 (when he should have done the planning). And he's been PM from 2010-15 (when he could have implemented his plans). But he didn't and hasn't.

If the roads I use and journeys I make are anything to go by, the network has got worse, not better. Journey times are slower, not faster. Toll fees cost more, not less.

Drivers have paid his Treasury Department around £260 billion in road user taxes during the five years he's been running Britain, yet the network remains woefully poor, congested and potholed.

But 'ello, what's this? With an imminent General Election that could oust Cameron's Conservatives, he – surprise, surprise – is now trying to befriend motorists with almost daily 'promises' of newer, smoother, faster, safer, better-lit highways.

Here's a snapshot of how Government is trying to win the hearts, minds and votes of motorists before polling day: On 24 March, it announced hundreds of millions for local road improvements. On 23 March it pledged £56m, to enhance one road in Cornwall. The previous working day the propaganda machine fired on all cylinders, prompting one leading newspaper headline to scream: "New mini-motorways planned across UK."

Not true. Such "new" roads aren't new. They're at best old and at worst, very old because they're existing A-roads that will be renamed. Besides, the idea is an ancient one because we already have countless A-cum M-roads which are officially called A(M) roads. And it works the other way around, too. Ex-Transport Secretary John Prescott stripped highways such as the A102(M) of its motorway status by downgrading it to the A102. Now, almost two decades later, Cameron intends to waste yet more cash making it the new (but old!) A102M-M (mini-motorway).

It's a nonsense because these routes aren't new and won't grow longer or wider. And it's an insult to the intelligence of the motorist to suggest these routes are anything other than old. Cameron will have to do better if he's to win the votes of 30m eligible car drivers and 10m passengers.



## Mike Rutherford

Motoring's most outspoken and opinionated columnist sounds off

**W** With an imminent election that could oust David Cameron, he is now – surprise, surprise – trying to befriend motorists

## next week

### DRIVEN



## New Audi Q7

Big SUV shows us its mettle on road and off in the wilds of African desert

### TESTED



## New VW Polo GTI vs rivals

Pocket rocket shoot-out as Polo faces Peugeot 208 GTi and MINI Cooper S

### DRIVEN



## SEAT's new SUV

We get behind the wheel of 20V20 concept which wowed Geneva show

**AE News** **AE Product tests**  
**AE Drives** **AE Features & Sport**

**on sale** **Wednesday 8 April**



**Do you agree with Mike?**

Have your say at [facebook.com/autoexpress](https://facebook.com/autoexpress)



# PAINT) (SHIELD

## Protect yourself from the Asteriod Belt

Generation 2 Self Healing Protection has Arrived.

Having brought the first Generation of Self Healing Film to the UK two years ago, our Technicians have added the latest Second Generation self healing Protective technology to our Inventory.

In your intergalactic travels protecting yourself from those micro meteor impacts has never been more important. We all know respraying your ship in some far off location is a bit of a pain, much better to not have to. Best of all though wear and tear from scratches picked up in your travels is very disconcerting to the Locals; abductions go much easier when you have a scratch free shiny ship when visiting Earth.

For the best paint protection in the Galaxy drop in to planet earth and contact our specialists on 01733 390777, or fire up the Intergalactic net and warp to [www.paintshield.co.uk](http://www.paintshield.co.uk) and they will get you protected and on your way in next to no time (theory of relativity applies).



# PAINT) (SHIELD

Paintshield Ltd · Unit 4 · Morley Court · Morley Way · Peterborough · Cambridgeshire · PE2 7BW  
t: 01733 390777 · f: 01733 390778 · web: [www.paintshield.co.uk](http://www.paintshield.co.uk) · e: [info@paintshield.co.uk](mailto:info@paintshield.co.uk)

**stone chip protection**  
**combat swirl marks**  
**self-healing technologies**  
**protect from -**

- stone chips
- swirl marks
- bird lime
- brake fluid & oil resistant

**concours winning finish**  
**best in class for durability**

**t: 01733 390777**

**f: 01733 390778**

**e: [info@paintshield.co.uk](mailto:info@paintshield.co.uk)**

**w: [www.paintshield.co.uk](http://www.paintshield.co.uk)**







# SEAT



## THE SEAT LEON 5DR SE

From just £169 per month\*,  
with technology pack included



NAVIGATION SYSTEM



FULL LED HEADLIGHTS



DAB DIGITAL RADIO

### TECHNOLOGY TO ENJOY

With £1,000 towards your deposit<sup>1</sup> and £99 service plan available.<sup>†</sup>

**Solutions Personal Contract Plan<sup>#</sup> representative example for the SEAT Leon 5dr SE 1.2 TSI 110PS based on a 10,000-mile per annum agreement.**

Duration:	48 months	Full deposit:	£4,942.98	Acceptance fee <sup>2</sup> :	£125.00	Option to purchase fee <sup>3</sup> :	£60.00	Excess mileage charge (per mile) <sup>4</sup> :	4.4p
47 monthly payments of <sup>5</sup> :	£169.00	SEAT UK Deposit contribution <sup>1</sup> :	£1,000.00	Total payable by customer:	£18,306.82	Total amount payable:	£19,306.82	Representative APR:	5.70%
Customer deposit:	£3,942.98	Retail cash price:	£17,235.00	Optional final payment:	£6,235.84	Amount of credit:	£12,292.02	Rate of interest:	5.17%

<sup>#</sup>At the end of the agreement there are three options: i) retain the vehicle: pay the optional final payment to own the vehicle; ii) return the vehicle; or iii) replace: part exchange the vehicle, subject to status.

<sup>\*</sup>Available when purchased on Solutions Personal Contract Plan. <sup>1</sup>Deposit contribution is available when purchased on Personal Contract Plan. Retail Sales only. <sup>2</sup>Up to 3 years/10,000 miles per annum (whichever comes first) when purchased with Personal Contract Plan. <sup>3</sup>Payable with first payment. <sup>4</sup>Payable with optional final payment. <sup>5</sup>Subject to agreed annual mileage. Retail Sales only. Offer available for vehicles ordered by 30th June 2015 and delivered by 30th September 2015 from participating Dealers. Further charges may be payable if vehicle is returned. Offers are not available in conjunction with any other offer and may be varied or withdrawn at any time. Available to 18s and over. Subject to availability. Terms and conditions apply. Finance subject to status. Accurate at time of publication. Freepost SEAT Finance.

Official fuel consumption for the SEAT Leon in mpg (litres per 100km); urban 32.5 (8.7) – 72.4 (3.9); extra-urban 49.6 (5.7) – 91.1 (3.1); combined 42.8 (6.6) – 85.6 (3.3). CO<sub>2</sub> emissions 154 – 87 g/km.

FOLLOW US ON:  

**SEAT.CO.UK**